

Oil Stower down



370
340
346
369
190
266
376

2251 ground Lags

230
230
235
230
3176

89 46
47 14
42 34
19 56
60 30

230
230
235

(2007)

14 43 00 - 41 31 12
10 42
14 32 23 - 41 46
2 16 29 61 10
12 15 56 70 23
123 19
86 39
44 53

31672
02599
89669
984860
1895796
947898
22016
349
21627

349 Sid

19 28 53
6 53
19 35 46
1 11
19 36 57
90 00
30 23 03

Longitude

May 17th 1884

360 00
183 57
176 01

9.32

21 55 00 - 41 22
10 46 12
21 44 14 - 41 34
9 31 52 60 51
12 12 22 70 25
122 50
86 25
44 51

31238
02592
899588
984835
1898253
949126

3448

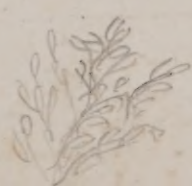
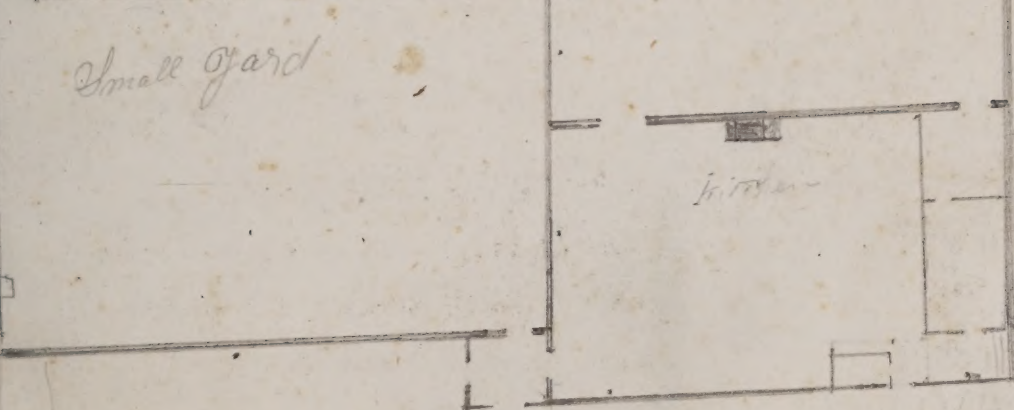
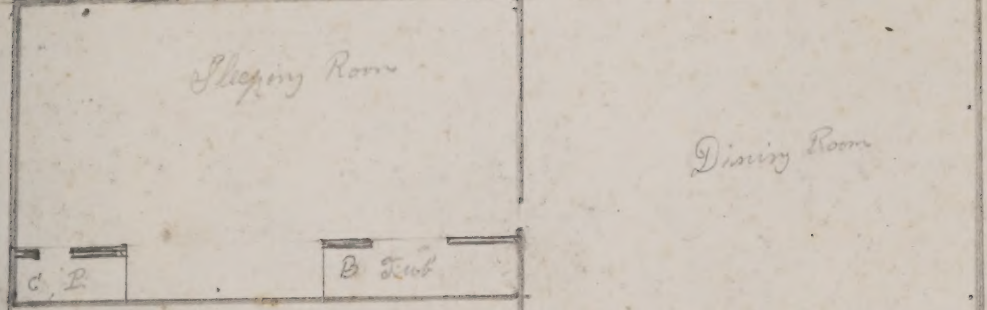
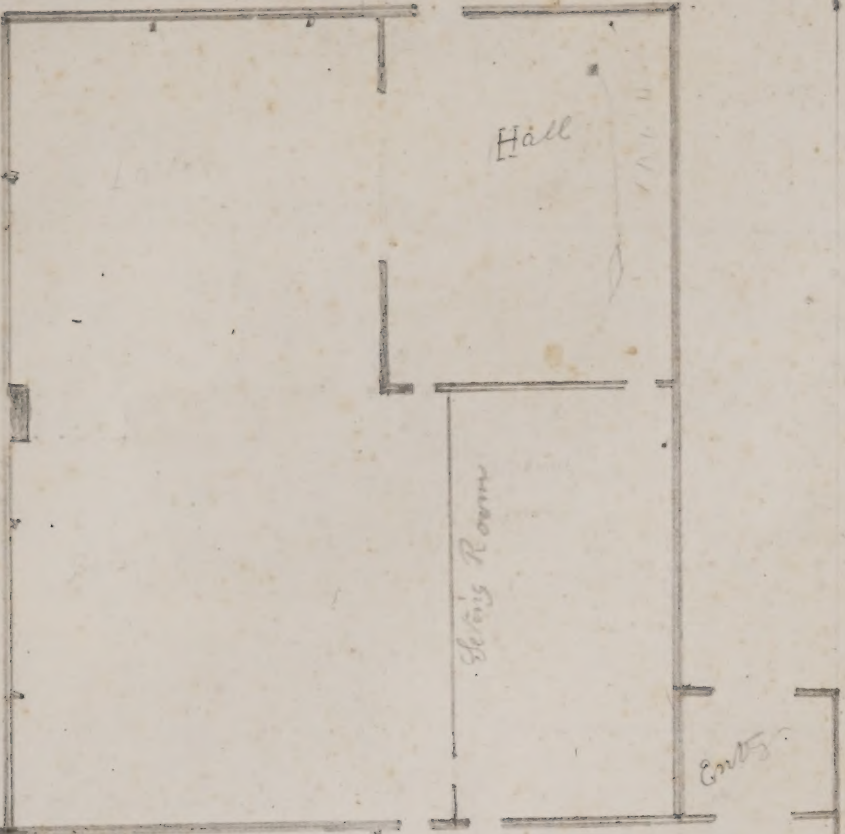
19 42 02
6 34
19 36 36
1 19
19 35 17
90 00
30 24 43

Longitude

May 19th 1884

360 00
183 5
176 53

9 35 36
3 44
9 31 52



$$\begin{array}{r}
 32025 \\
 13^{\circ}05'18'' - \\
 \underline{9^{\circ}50'} \\
 13^{\circ}15'08''
 \end{array}$$

$$\begin{array}{r}
 15.5229 \\
 16.01.19 \\
 \underline{2.20} \\
 16.03.139 \\
 90.00 \\
 \underline{93.56.121}
 \end{array}$$

$$\begin{array}{r}
 9.25 \\
 21.59.20 - 39.55 \\
 \underline{10.12} \\
 21.49.14 - 38.09 \\
 9.42.22 \quad 60.13 \\
 \underline{93.26} \\
 12.06.52 \\
 \underline{173.46} \\
 66.53 \\
 \underline{56.46}
 \end{array}$$

$$\begin{array}{r}
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 01841 \\
 8.93536 - \\
 9.46247 \\
 \underline{18.92012} \\
 9.46006
 \end{array}$$

$$\begin{array}{r}
 3.30 \\
 16.26.52 \\
 8.44 \\
 16.35.36 \\
 \underline{1.44} \\
 16.33.52 \\
 90.00 \\
 \underline{98.26.08}
 \end{array}$$

Longitude
 May 5th 1888
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 181.43
 178.17

$$\begin{array}{r}
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 3.30 \\
 \underline{9.42.22}
 \end{array}$$

$$\begin{array}{r}
 0.49 \\
 08 \\
 81
 \end{array}$$

$$\begin{array}{r}
 2.00 \\
 11.31.50 - 41.06 \\
 \underline{10.12} \\
 14.21.41 - 41.18 \\
 9.41.13 \quad 60.40 \\
 \underline{91.47} \\
 14.40.28 \\
 \underline{173.45} \\
 86.52 \\
 \underline{45.34}
 \end{array}$$

$$\begin{array}{r}
 3.45 \\
 18.03.19 \\
 7.57 \\
 18.11.16 \\
 \underline{2.10} \\
 18.13.26 \\
 90.00 \\
 \underline{91.46.34}
 \end{array}$$

$$\begin{array}{r}
 89.48 \\
 49.13 \\
 \underline{42.35} \\
 18.11 \\
 \underline{60.45} \\
 \text{Lat}
 \end{array}$$

$$\begin{array}{r}
 3.20 \\
 15.55.56 - 34.55 \\
 \underline{10.13} \\
 15.45.43 - 35.07 \\
 3.13.31 \quad 60.48 \\
 \underline{91.45} \\
 12.32.12 \\
 \underline{167.40} \\
 83.50 \\
 \underline{58.43}
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 3.45 \\
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 9.46182
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Longitude
 360.00

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 02241 \\
 9.03109 \\
 9.87590 \\
 \underline{19.24111} \\
 9.62066
 \end{array}$$

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 3.17.20 \\
 3.49 \\
 \underline{3.13.31}
 \end{array}$$

3.10

15.17.35 - 31.1.0

3.20

18.6.5.156 - 31.55
12

12.00

16.15.40 - 30.27

10.13

16.05.27 - 30.39

3.53.10

12.12.17

60.48

71.47

163.14

81.39

50.58

3.50

18.03.19

7.57

18.11.16

2.00

18.13.16

90.00

71.46.44

Longitude

May 11th 1884

360.00

183.04

176.56 East

3 11 71

0 22 33

91 63 74

91 59 30

19 38 08

91 69 44

3 15 7.00

3.50

3.53.10

L

2.83

15.03.30 + 31.38

8.52

50.30

31.38

12

31.56

60.00

73.56

163.46

82.53

51.03

30103

01730

909304

9189081

19.30218

9.65109

2.23

15.03.30 - 36.38

8.20

12

30103

30103

01730

850574

9187479

1910948

915494

2.46.00

8.18

2.42.42

9.15.5

22.25.44 - 42.32

10.9

22.15.35 - 42.44

10.04.7

12.11.28

125.32

82.46

35.02

Longitude

May 9th 1884

360.00

182.52

177.08

May 8th

3.42

17.16.23

8.00

17.24.23

~~0.20.34~~

17.32.19

3.42

30699

02092

859072

9184574

1876838

9138419

8.00

17.24.19

1.22

17.28.57

90.00

72.21.03

10.007.52

3.45

10.04.07

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 $\begin{array}{r} 22.13.30 - 44.06 \\ 10.15.34 \end{array}$
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$\begin{array}{r} 9.50 \\ 22.09.05 - 41.56 \\ 10.24 \end{array}$
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$\begin{array}{r} 3.52 \\ 18.33.06 \\ 7.40 \\ 18.40.46 \\ 2.10 \\ 18.38.36 \\ 90.00 \\ 71.21.24 \end{array}$

Longitude
May 13th 1884
 $\begin{array}{r} 360.00 \\ 183.6 \\ 176.54 \end{array}$

$\begin{array}{r} 2.50 \\ 15.14.20 - 38.02 \\ 10.34 \end{array}$
 $\begin{array}{r} 15.06.48 - 38.14 \\ 2.32.16 \end{array}$
 $\begin{array}{r} 12.14.30 \\ 190.04 \\ 65.02 \\ 36.48 \end{array}$

$\begin{array}{r} 31148 \\ 02420 \\ 894523 \\ 9566291 \\ 19.14762 \\ 5.54381 \\ 2.36.08 \\ 3.52 \\ 2.32.46 \end{array}$

$\begin{array}{r} 3.52 \\ 18.47.31 \\ 7.30 \\ 18.55.01 \\ 2.00 \\ 18.57.01 \\ 90.00 \\ 71.02.55 \end{array}$

Long May 15th
 $\begin{array}{r} 360.00 \\ 783.37 \\ 128.23 \text{ East} \end{array}$

$\begin{array}{r} 2.56.08 \\ 3.52 \\ 2.52.16 \end{array}$

5

A Private Journal of a Whaling Voyage
By D. Perregan, On Bark "Napoleon" of New Bedford

Monday July 13th 1894

This P.M. a fresh breeze from S.West at one P.M. raised the anchor and commenced to work the ship out of the Bay foggy weather, at 8 P.M. we discharged our Pilot at this time the ship was between the two light Boats, stood on short tacks untill 12 Midnight when the wind hauled to West at this time kept the ship S.W. daylight - No Mans Land B. bore by Compass N.E. distance say 5 miles, from which I take my departure. In the above I have mentioned civil time hereafter I shall keep sea time.
Obs Lat $40^{\circ} 27'$ Longitude $70^{\circ} 28'$

Wednesday July 15th 1894

Cont. as above ship steering S.S.E. under all sail Employed in preparing our Boats for Whaling second and latter parts good weather. our Boats are now ready for Whaling (No Obs)

Thursday July 16th 1894

Cont. with a moderate wind from S.West fine Pleasant weather steering S.S.E. sent up our cutting Bendants also put out our cutting stage. second and latter parts squall of rain 12 M came in clear. Obs Lat $39^{\circ} 32'$
Longitude $65^{\circ} 50'$

Friday July 19th 1894

Cont. with a strong wind fine clear weather steering East. Employed in various jobs This P.M. while down in the Ships Run we discovered that the water was coming in to the ship alongside of the steam Post just below the lower deck. sounded the Pump found 2 1/2 feet of water in the hold soon Pumped the water out. second part heavy squalls of wind and rain. latter part fine pleasant weather.
Obs Lat $36^{\circ} 42'$
Longitude $63^{\circ} 40'$

Saturday July 18th 1874

Comd. with fine Pleasant weather Ship steering Eastward Second and latter parts much the same
Obs Lat $36^{\circ}10'$ Long $62^{\circ}19'$

Sunday July 19th 1874

Comd. with a moderate wind from S West fine weather Ship steering E. N. E. at 3 PM saw Sperm Whales Lowered our Boats took on to the 3^d Mate's Boat, the another Bo Whales started off quite a lot of Whales, small Whales This was in Lat $36^{\circ}15'$ Long $62^{\circ}25'$. Out the Whale in ~~X~~ W.B. Second and latter parts wind very light
Lat $35^{\circ}52'$ Long $62^{\circ}19'$

Monday July 20th 1874

Comd. with a light wind from S West, warm weather Ship steering N. East Employed in Baling Second and latter parts most calm, finished Baling turned up about 14 Barrels of Oil. This A.M. picked up a large yellow pine joist lots of fish around it
Obs Lat $39^{\circ}50'$



14 Barrels
Oil

Longitude $61^{\circ}33'$

Tuesday July 21st 1874

Comd. as above Ship on a wind to E. N. E. wind S. East Employed in various jobs, Second part most calm latter part a fine breeze from the west fine pleasant weather
Obs Latitude $38^{\circ}20'$

Longitude $60^{\circ}14'$

Wednesday July 22^d 1874

Comd. with a fine breeze from W. S. W. very pleasant Ship steering E. by S under all sail, Second part the same latter part a fresh breeze saw two vessels steering S. East
Obs Latitude $38^{\circ}14'$

Longitude $59^{\circ}30'$

Thursday July 23^d 1874

Comd. with a fresh wind from West clear weather, Steering East Employed in various jobs Making Boat sails &c. Second and latter parts squalls of wind and rain
Obs Latitude $39^{\circ}05'$

Estimated Longitude $58^{\circ}50'$

Friday July 24th 1894

Came with a fresh breeze from the West 2 P.M. took a heavy squall of wind and rain some lightning and Thunder. Ship steering E by S at 4 P.M. shifted the ship to the wind heading S by E a gale of wind furled the Fore-Topsail, 9 A.M. kept the ship E by S set double reefed Topsails saw three sail all steering Eastward - Obs Latitude $38^{\circ}44''$
Longitude $49^{\circ}58''$

Saturday July 25th 1894

Came with a gale from the N.E.W. with heavy squalls of wind & rain at 2 P.M. came in clear steering E by S second and latter part almost a gale of wind (clear) Obs Latitude $39^{\circ}48''$
Longitude $49^{\circ}55''$

Sunday July 26th 1894

Came with a Gale from N.E.W. clear weather ship E by S under double reefed Topsails & Foresail. Employed in various jobs, our ship continues to leak about 55 Sticks the hour. I am in hopes to have some whaling soon I want to Land 200 Barrels of sperm oil. second and latter parts wind not quite as strong saw white water from some kind of fish. Obs Latitude $39^{\circ}48''$
Longitude $48^{\circ}39''$

Monday July 27th 1894

Came with a strong wind from the West fine clear weather ship steering S. E by E under whole Topsails. at 5 P.M. wind hauled to the Northward kept the ship E by S 9 P.M. saw a Brig steering to the westward. latter part most calm, struck down two Cask of sperm oil about 13 Barrels, it being cloudy we got no oil. Estimated Lat $39^{\circ}50''$
do Longitude $49^{\circ}52''$

Tuesday July 28th 1894

Came with a calm, light sail closed up. second part a light wind from S.E. latter part a fresh wind ship heading S.W.

Wednesday July 29th 1894

Came with a fresh wind from S.E. fine pleasant weather ship on a wind to the S.W. at 1 P.M. saw Blackfish lowered the Boats without success. second part most calm with much rain latter part a brisk wind from N.E. fine clear weather Obs Latitude $28^{\circ}20''$
Longitude $49^{\circ}46''$

Thursday Wednesday July 30th 1894

Con^d with a strong wind from N East fine pleasant weather Ship steering S.E. by E bound to the two 36⁰⁰ Whaling ground This P.M. saw a large Ship steering Eastward. Second part much as the first. at 6 A.M. saw three sperm Whales Lowered the Boats the Mast Boat. Boatsteerer met a good chance, to Bad, + shared the Whales until 10 A.M. the whales then went to windward about N East the Whales were at home Laying fire out the Boatsteerer started against the Whales Flukes.
Obs Latitude 37⁰⁰ 49"
Longitude 37⁰⁰ 38"

Friday July 31st 1894

Con^d with a brisk wind from the North fine pleasant weather working to windward in hopes to see the above mentioned Whales again. Second part most calm 7 A.M. saw white water to the Northward of us saw no of it, latter part much as the first
Obs Latitude 37⁰⁰ 14"
Longitude 38⁰⁰ 48"

Saturday July August 1st 1894

Con^d with a light wind from N East very pleasant this P.M. Lowered for Blackfish without success saw a great many, second and latter parts wind variable Lat 37⁰⁰ 10"
Longitude 38⁰⁰ 24"

Sunday August 2^d 1894

Con^d with a light variable wind fine pleasant weather Ship heading to the N. East, our Ship continues to leak about 50 strokes per hour, second & latter parts much as the first saw a large Ship steering Northward saw two Dolphins,
Obs Latitude 38⁰⁰ 20"
Longitude 38⁰⁰ 24"

Monday August 3^d 1894

Con^d with a light Easterly wind Ship heading Northward second and latter parts much as the first Employed in making Boat sails saw two sail.
Obs Latitude 38⁰⁰ 48"
Longitude 38⁰⁰ 24"

Tuesday August 4th 1894

Con^d as above, Ship close haul to the N. N.E. Middle and latter part much as the first saw three sail.
This A.M. set up the lower Foremain Rigging Obs Latitude 37⁰⁰ 46"
Longitude 37⁰⁰ 56"

Remarks On B^k "Napoleon"

Wednesday August 5th 1874

This 24 hours Com^d with a light wind from Eastward fine pleasant weather Ship close hauled to the North and East. Second and latter parts Much as the first. My Son (Marcus Wilson) is Two years old today I would like to see the little fellow as well as the rest of my dear children "Helen" I want to see you take good care of the Children. Obs Lat^t 41° 11' 8" Longitude 37° 40'

Thursday August 6th 1874

Com^d as above three sail in sight. This P.M. Lowered the Boats for Blackfish without success they are very shy. we also saw some Crampseps.

Second and latter parts a fine breeze saw three sail

Obs Latitude 40° 28'

Longitude 35° 25'

Friday August 7th 1874

Com^d with a fine breeze from N.W. Ship heading South saw four sail. Second and latter parts Much as the first. Obs Latitude 39° 11'

Longitude 35° 50'

Saturday August 8th 1874

Com^d with a light breeze from N.W. fine pleasant weather. This P.M. Spoke the B^k Canton of New Bedford 4 1/2 months out having taken one Thousand Barrels of sperm Oil. Capt Lapham. he intended to be home some time in September. I sent a letter to my dear Wife. Second and latter parts wind from E. East Lat 39° 20'

Long. 34° 50'

Sunday August 9th 1874

Com^d with a moderate wind from S. East fine pleasant weather. Ship heading N East this P.M. saw & lowered the Boats for Blackfish without success saw a B^k steering to the N East second part most calm. latter part Much as the first. the winds are to moderate for Whaling cannot move over the grounds. saw two hussells. a swell heaving from the Westward Obs Lat 40° 34'

Longitude 35° 03'

Remarks on B. F. Napoleon of New Bedford
Monday August 10th 1874

Cont. with a light Easterly wind very warm
Ship on the Northern tack, 7 P.M. tacked to the Southward
Saw six sail. Employed in various jobs took a new Boat down
from over head put her on the Waste Chains, (a large Boat) took the
Waste Boat for a spear Boat put her on the Starboard Bow Chains
Obs Lat $40^{\circ}15''$
Longitude $35^{\circ}00''$

Tuesday August 11th 1874

Cont. with a light wind from East fine &
weather this P.M. saw a school of sperm Whales
going very quick to the N. East lowered the
Boat but could not come up with them to
bad, some large Whales, second and latter
part wind E. N. E. any quantity of fish around
the Ship. —
Obs Latitude $39^{\circ}40''$
Longitude $33^{\circ}30''$

Wednesday August 12th 1874

Cont. with a moderate wind from N. East
very Pleasant second and latter parts the same
this A.M. we lowered our Boats as we suppose
for sperm Whales but they proved to be Grampuses
Obs Latitude $39^{\circ}30''$
Longitude $33^{\circ}00''$

Thursday August 13th 1874,

Cont. with a moderate wind from the Northward
this P.M. had a squall of wind & rain but soon
cleared away. This day is my birth day 49 years old
I hope I am thankful for the good health that
I enjoy well here I am writing up this journal
the same thing over & over second and latter parts
almost calm,
Obs Latitude $39^{\circ}40''$
Longitude $32^{\circ}10''$

Friday August 14th 1874

Cont. with a calm fine warm weather (to warm)
at 5 P.M. saw the Island of Flores one of the Moluccas
bearing by compass E. East distance 50 miles second and latter parts
quite a breeze stood to the Eastward Obs Latitude $40^{\circ}03''$
I found my Chron 22 miles to fail to the Longitude $31^{\circ}20''$
East corrected her,

Saturday, August 15th 1874

Comd. with a fine breeze from W. S. W. very pleasant ship on a wind passing just to the Westward of the Island of Flores, looking for sperm Whales. Second and latter parts much as the first saw a Bark steering to the Northward we passed near enough to the Is. to see the Breakers on the Rocks

Alt Latitude $39^{\circ} 23'$

Longitude $31^{\circ} 24'$

Sunday August 16th 1874

Comd. with a Moderate wind from N. N. W. fine pleasant weather Ship standing to the W. S. W. 5 P.M. tacked to the N. East Second part part Most calm — standing in towards Flores Is. Saw a large Ship Laying off & on

Monday August 17th 1874

Comd. with a brisk wind from E. N. E. had one light squall of rain this P.M. went on shore at Port Lajina, on the South side of the Island. Stopped on shore untill 4 P.M. Longaged 40 Bushels of Irish Potatoes, two Thousand Onions, second part blowing ^{Heavy} stood close in with the Land, ^{latter} second part fine weather working the ship up along the Land waiting for the shore Boat to bring off our recruits.

Tuesday August 18th 1874

Comd. with a brisk wind from E. S. E. fine pleasant weather this P.M. took on Board 41 Bushels of Irish Potatoes a lot of Pumpkins 2,000 Onions 25 doz Eggs, and a lot of other Vegetables. A big good place for a Ship to touch at unless the wind is out to the Southward, second part a dead Calm, latter part much the same Sun very hot. Saw a Brig to the N. West of us heading Eastward the South end of Flores Is. bearing by Compass East distance say 12 Miles. Obs Lat $39^{\circ} 17'$

Longitude $31^{\circ} 22'$

Wednesday August 19th 1874

Comd. as above 7 P.M. came in Calm, remained so through the night. A light a fine breeze from the Northward, latter part wind quite fresh — same vessel in sight 12 M. Flores Is. bore by Compass N. West distance 40 Miles Obs Lat $39^{\circ} 11'$

Long

$30^{\circ} 45'$

Remarks on Bark Napoleon, J. V. Bedford.

Thursday August 20th 1874

This 24 hours Com^d with a brisk wind from N.N.E. fine weather ship on a wind to the Eastward saw lots of Champuses, saw a Brig to leeward steering E.S. supposed her bound to Fayal Is., second and latter parts a strong double reefed Topsail wind, Lat^d 38° 58' Longitude 28° 54'

Friday August 21st 1874

Com^d with a strong wind from N. East clear weather at 2 P.M. the West end of Fayal Is. bore by Compass S.E.W. distance say 20 miles at this time more ship to the N.N.W. land plain in sight second part moderated at 1 A.M. spoke the Ship "Comes Arnold" of New Bedford (Wilson Master) had been cruising nearabout for some five weeks had not seen a sperm whale since leaving home had taken a dead whale which yielded 40 Barrels of sperm oil, at Meridian the East end of Fayal Island bore by Compass South distance say 40 miles, I went on board the above mentioned vessel spent the day, ends with a, by light wind Ab Latitude 39° 5'.

Saturday August 22nd 1874

Com^d with a light wind from Northward fine pleasant weather, second part squally with some rain ship under double reefed Topsails, Ab Latitude 39° 22' Longitude 29° 25'

Sunday August 23rd 1874

Com^d with a Double reefed Topsail breeze heavy looking clouds same ship in sight, second and latter parts fine weather kept the ship to the Eastward Ab Latitude 38° 54' Longitude 28° 25' which agrees with the Longitude of the Land

Monday August 24th 1874

Com^d as above ship heading E.S.E. steering through between St. George and Graciosa, second part a dead calm latter part a moderate wind from N. West fine pleasant weather, steering for the Island of "Terceira" which bears S.E. by E of Compass

Tuesday August 25th 1874

This 24 hours Cont. with a light wind from N.West, fine pleasant weather steering for the Is. of Terceira at 7 P.M. came to off the Harbor of Angra which is on the South Side of the Island I expect to land my second mate tomorrow according to our agreement at New Bedford, — good second and latter parts variable wind this A.M. I went on shore at Port Angra let my second mate and Cook have a rim on shore for two days at 12 M. I returned to the ship and tried to work the ship around to the North end of the Island.

Wednesday August 26th 1874

Cont. with a light variable wind ship off Angra harbour, 7 P.M. took a breeze from E.N.E kept the ship for the West end of the Island Midnight we passed the West end at 7 A.M. tacked to the Eastward at this time the wind hauled to the North 12 M the West end of the Is. bearing by Compass S.West distance five miles

Thursday August 27th 1874

Cont. with a moderate wind from N.East fine pleasant weather ship heading a shore course along the North side of the Island, about three miles from the Land we arrived off Port Praya just as the Sun was setting I went on shore and brought off my second mate and Cook who have been on shore two days, at 8 P.M. stood off from the Land second and latter part a brisk breeze from the North saw a Brig steering to the East. Obs Latitude $39^{\circ}00''$
Longitude $26^{\circ}27''$

Friday August 28th 1874

Cont. as above 8 P.M. set in rainy, second part a brisk wind latter parts a dead calm saw two sail, Obs Lat $39^{\circ}05''$
Longitude $29^{\circ}21''$

Saturday August 29th 1874

Cont. with a dead calm quite a dull in, at 4 P.M. took a light breeze from N.W. fine pleasant weather, ship on a wind to the N.West. Second and latter part wind N.West the last 7 hours headed to the N.W. saw Pico Island, also two other Islands, no lines of Whales. Obs Latitude $39^{\circ}38''$
Longitude $28^{\circ}23''$

Remarks On Bark "Napoleon" J. S. Bedford
This morning Sunday August 30th 1874
Comd. with a fresh wind from West clear weather
Ship on a wind to the N. N. W. a heavy swell
from the Northward, second and latter part a Gale.
Ship under small sail

Obs Latitude $40^{\circ} 24'$

Longitude $29^{\circ} 02'$

Monday August 31st 1874

Comd. as above, second part Ship under two close reefed
Topsails latter part double reefed Topsail and jib. saw 3
sail all steering Eastward wind N. N. W. Ship heading
to the Westward

Obs Latitude $40^{\circ} 44'$

Longitude $29^{\circ} 00'$

Tuesday September 1st 1874

Comd. with a strong double reefed ^{Topsail} breeze squally. Ship
close hauled to the West, sunset shortened sail down
to close reefed Topsails second part more moderate
latter part set whole Topsails saw four sail

Latitude $39^{\circ} 59'$

Longitude $29^{\circ} 45'$

Wednesday Sept. 2^d 1874

Comd. with a fresh wind from W. S. W. at 4 P. M.
tacked to the N. N. W. no signs of Whales, second
part a gale of wind shortened sail down to a
close reefed Main Topsail, daylight commenced
to moderate a heavy swell on

Obs Latitude $39^{\circ} 50'$

Longitude $29^{\circ} 38'$

Thursday Sept. 3^d 1874

Comd. with a light air from E. S. E. a Tremendous
swell on, Ship heading to the W. N. W. second part
much as the first latter part a brisk wind
from S. S. E. set all sail steered West, 12 M
fog lighted found ourselves close to Cape Horn
by light mts bearing S. S. W. Obs Lat $39^{\circ} 52'$

Longitude $31^{\circ} 17'$

P. M.

Friday Sept 4th 1874

Ther 24 hours Com^d with a light air from South a heavy swell on. The B of Flores in sight bearing South saw a sail to the SSW of us. Second and latter parts Most calm. The two B in sight also two vessels Obs Lat^d $39^{\circ}45''$

Longitude $31^{\circ}42''$

Saturday Sept 5th 1874

Com^d with a dead calm. Null tides no signs of Whales. I shall be very glad when the time arrives to go to the Southward, the "Napoleon" takes about 1200 strokes in 24 hours does not increase any second and latter parts Much as the first, Obs Lat^d $39^{\circ}58''$

Longitude $32^{\circ}00''$

Sunday Sept 6th 1874

Com^d with a light southerly wind. Ship steering N West Second and latter parts Much rain 12 M. cleared up saw three sail all steering to the Northward and Eastward Obs Lat^d $40^{\circ}24''$

Longitude $32^{\circ}41''$

Monday Sept 7th 1874

Com^d with a light baffling wind fine Pleasant weather Ship steering to the Westward, Second part a fine breeze latter part Moderate,

Obs Latitude $40^{\circ}47''$

Longitude $33^{\circ}48''$

Tuesday Sept 8th 1874

Com^d with a light air baffling, no signs of Whales, shall be very glad when the time arrives to go Southward, sunset a light air from N.E. Ship heading westward. Second part Most calm at 7 A.M. Saw a large Sperm Whale, at 8¹/₂ A.M. Lowered the Boats & kept in pursuit of the Whale the remainder of this day a large Whale going quite quick to the N. East.

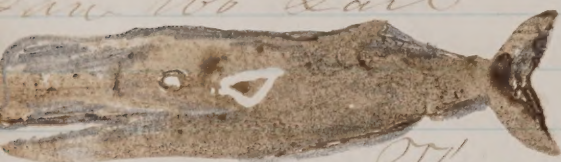
Obs Lat^d $41^{\circ}00'' N$

Longitude $34^{\circ}23'' W$

Remarks on B. "Napoleon"

Wednesday Sept 9th 1874

Comd with a light wind from the westward fine pleasant weather Boat down after the above mentioned whale, at 1¹/₂ P.M. the Master Boat fastened we soon killed the whale at 4 P.M. took the ^{the} ship to the whale the remainder of the afternoon preparing for cutting in the whale I should ^{judged} the whale ~~to~~ 90 Barrel whale of Oil. Second part wind commenced to breeze up daylight commenced to cut in the whale by angled cutting, ends with a strong wind saw two sail



Obs Latitude $41^{\circ} 15'$

Longitude $34^{\circ} 23'$

106 Blb of Oil (see Sept 13 111 Blbs)

Thursday Sept 10th 1874

Comd with a strong wind from S. West Employed in cutting the whale cut his head off and hove in his Boddy, lay by the head, could not cut fast on account of the wind-lift. Second and latter part almost a gale finished cutting in the whale a large whale saw two sail steering Eastward

Obs Lat $41^{\circ} 02'$

Long $33^{\circ} 47'$

Friday Sept 11th 1874

Comd with a strong wind Commenced Boiling second and latter part a gale Ship heading N West

Obs Latitude $41^{\circ} 18'$

Longitude $33^{\circ} 15'$

Saturday Sept 12th 1874

Comd with a gale from S West Employed in Boiling, saw a Bark steering N East had one squall of rain, the sun set clear second part frequent squalls of rain the last eight hours a dead calm, clear weather we are Boiling good Blubber. Lat 41.17

Long 33.02

Sunday Sept 13th 1894

Cont. with a moderate wind from N. S. W. cloudy
Employed in Boiling, second and latter parts
a gale with rain at 12 A.M. finished Boiling
the last of the Blubber. the Whale turned up in
cask by the gauges 114 Barrels of Oil a splended
cut handsome oil. I am in hopes the gale will
moderate by Tomorrow, so we can strike the
oil below, it being rainy we get, no oil. -

Monday Sept 14th 1894

Cont. with a strong wind (a gale) from S West
with frequent squalls of rain Ship under ^{close} double
reefed Main Toppails second part blowing strong
daylight more moderate made some sail the last
four hours moderate a heavy swell on.
Employed in Coopersing Casks of Oil. Lat 41° 28"
Longitude 33° 13'

Tuesday Sept 15th 1894

Cont. with a moderate wind from the Northward
Ship heading West by S this P.M. finished Coopersing
one hundred Barrels of sperm oil, second part
much as the first, latter part a fresh wind
from the Northward with rain this A.M.
struck down 104 Barrels of Sperm Oil in the
between decks a good cut Lat 41° 20"
Estimated Long 34° 20'

Wednesday Sept 16th 1894

Cont. with a strong wind from the Northward
frequent squalls of rain Ship steering West by
S. Employed in getting out fresh water, second and
latter parts a moderate wind from the Westward
Ship on a wind to the Northward Oh Lat 40° 48"
Longitude 34° 41'

Thursday Sept 17th 1894

Cont. with a moderate wind from the Westward fine
weather ship heading to the Southward. Lots of fish
around the ship. second and latter parts a brisk wind
from the Northward set two sails. Lat 39° 27"
Longitude 35° 02'

Remarks on Bt. "Napoleon"

Friday Sept 18th 1874

Comd. with a brisk wind from the Northward fine pleasant weather Ship steering Eastward Second and latter parts Most calm saw a Brig heading to the Eastward,

Obs Latitude $39^{\circ} 30'$

Longitude $34^{\circ} 40'$

Saturday Sept 19th 1874

Comd. with a light variable wind (bec warm, second part the wind hauled to the N.N.E. the last six hours a strong double reefed Topsail breeze

Obs Latitude $39^{\circ} 13'$

Longitude $33^{\circ} 23'$

Sunday Sept 20th 1874

Comd. with a Gale of wind from N.East heavy dark cloudy weather Ship under two close reefed Topsails, & staysails now I expect several days of unpleasant weather. Second part furled the Fore Topsail, latter part a fresh breeze Ship under double reefed Topsails & courses. This A.M. spoke the Bark "Ocean" of N Bedford two months out having Landed 145 Bbls of sperm Oil, (two Whals making this amount) Lat $39^{\circ} 42'$

Longitude $31^{\circ} 32'$

Monday Sept 21st 1874

Comd. with a strong double reefed Topsail breeze from Northward Second part the same the last six hours set single reefed Topsails Island of Flores in sight } Lat $39^{\circ} 46'$
bearing by Compass N.N.E. } Longitude $31^{\circ} 15'$

Tuesday Sept 22^d 1874

Comd. with a strong wind from North, squalls of wind and rain, saw two Whaling vessels, second and latter parts almost a gale, at 7 A.M. kept the Ship N.E. & bound to the Island of Fayali to Land Oil & shipment home.

Obs Latitude $39^{\circ} 03'$

Longitude $29^{\circ} 47'$

Wednesday Sept. 23rd 1874

Contd with a gale from N West frequent squalls of wind and rain ship steering S East. Saw a Bark steering S West, This P.M. my second Mate said he wanted his discharge and if I did not give it to him he swore he would not be of any use to me if I carried him in the ship, I told him I should not discharge him, then he said he was a sick man and wanted to see the doctor.

Second part heavy squalls of wind furlled the Fore Tysail, the wind hauled to N.E. Ship on the Western tack, 9 A.M. wore ship and headed to the S East saw a sail steering to the S East

Obs Latitude $38^{\circ}50'$

Longitude $30^{\circ}02'$

Thursday Sept. 24th 1874

Contd with a strong double reefed Tysail breeze from the N East a heavy sea & swell on ship under double reefed Tysails & courses heading S East. East bound to Fajal Is, second part close in with the Island at 9 A.M. went on shore at Fajal, found several vessels off & on, at 10 A.M.

Friday Sept. 25th 1874

Contd with a very strong wind from the Northward at 5 P.M. I came on board, I received several letters from home also 10 photographs of two of my darling children Laura, & Percott, at 5 P.M. kept the ship to the South & East now bound to St. Michaels Is, second part ship becalmed under the Island of Pico, latter part a strong wind ship steering S East Lat $38^{\circ}23'$

Longitude $24^{\circ}53'$

5.0
2.1
2.6

Saturday Sept. 1874

Contd with a strong wind from the North frequent heavy squalls of wind & rain, ship steering S East on P.M. saw the Island of St. Michaels bearing S East distant 26 miles at this time shortened sail down to a close reefed main - Tysail & staysails, at 4 P.M. made sail and steered S.E. at 11 A.M. came to anchor in side of the Brake Water at Port da Gorda, a fine harbour, the ship has to be moved to stern, several vessels at anchor,

Remarks on Ship "Napoleon" of New Bedford
Sunday Sept. 27th 1874

Com^d with a Moderate wind from Northward good weather
at anchor, all hands employed in Moring ship, which is
quite a job second and latter part much as the first

Monday, Sept 28th 1874

Com^d as above, The wind has hauled to the S West and
commences to cloud up it looks as if we should have
some rain, I am in hopes to have good weather tomorrow
so as to get out of this Port the last of the Week, second part
much rain latter part fair weather wind North,

Tuesday Sept 29th 1874

Com^d with a Moderate wind, good weather in the Harbour,
This P.M. Land gallons of sperm Oil to be shipped
one by the ²⁴Amirade at the rate of \$1.50 pr Barrel
which I consider very cheap, we are employed in
trying to off find the leak in our vessel,

Wednesday Sept 30th 1874

Com^d with a fine westerly wind Employed in
tipping the ship so as to find the leak, we think we
have stoped the leak which we found in her stern
most second and latter part much as the first we have
lighted the ship and find she has no leak hope we may not
have any more trouble by her leaking the Voyage

Thursday Sept 1st 1874

Com^d with a fresh breeze from the Westward This is a splendid
artificial harbour to work on a ship, I have a diver
or man to work putting on Copper under water which
was chaffed of by the an Ox in the whale, about 8 Sheets
second and latter part much as the first

Friday Oct 2^d 1874

Com^d with a light Easterly wind finished putting
on copper, I think the ship is now all right

Saturday Oct 3^d 1874

Com^d with a fine breeze from S West pleasant
weather, second & latter part the same

Sunday Oct 4th 1894 (see account)

This 24 hours Com^d with fine weather Wind at S West
at 2 P.M. we took our anchor and left the Port of Dalgarda.
Four of my Men deserted, one a Boatsteerer,
the remainder of the day wind out to N. East the Yaponians
off and on -

Monday Oct 5th 1894

Com^d as above, second and latter part wind Eastward

Tuesday Oct 6th

Com^d with fine pleasant weather Ship off & on, at 5 P.M.
I left the Port of Dalgarda, could not recover my deserters,
at Midnight two Boat came from the Harbours and
put eleven men on Board, and at daylight 9 A.M.
another Boat came and brought off two men which I
took on Board, and sent six of the other men on shore,
and the day end with @ Calm I delt out clothing
to the seven men I took on Board I made an grant
with them which they signed.) Wednesday Oct 7th same as the
above

Thursday Oct 8th 1894

Com^d with @ light wind from Northward Ship off
the East side of St. Michael Is. saw a Bark off the
Port of Dalgarda. Second and latter part a fine
N West pleasant weather 12 M, St. Marys Is. ^{in sight} bearing by
Compass N East distance say 15 Miles, saw the Bark Petre
to leeward of us steering S.S.E with us, Obs Lat 36° 50'
Longitude 25° 18'

Friday Oct 9th 1894

Com^d with a brisk wind from N West fine pleasant
weather steering S.S.E. I will take a look over
towards the Canary Islands, and hopes to see sperm
Whales, second and latter part squally with rain it
being cloudy we got no obs Estimated 35° 00' to Long 28° 30'

Saturday Oct 10th 1894

Com^d with @ brisk wind from N East much
rain ship steering S.S.E. second part towards
of rain sawed lots of ball water, latter part cleared up
Obs Latitude 23° 24'
Longitude 23° 00'

Remarks on Board Bk "Napoleon" of New Bedford

Sunday Oct 11th 1894

This 24 hours commences with a light wind from the East
good weather, ship heading South under all sail, second part
equally, latter part a strong Trade wind E.S.E. ship steering S.W.
under all sail saw a Brig steering S.West Obs Latitude $31^{\circ}21'$
Longitude $22^{\circ}39'$

Monday Oct 12th 1894

Cont. with a strong whole sail breeze ship steering S.W.
Trade well to the North, second and latter parts
wind to the S.S.E. and by light saw two sails
Obs Latitude $29^{\circ}30'$
Longitude $23^{\circ}18'$

Tuesday Oct 13th 1894

Cont. with a light breeze from S.S.E. very pleasant
ship close hauled to the S.West, Employed in various
jobs two Bussells in sight, second and latter parts
much as the first saw five Bussells, Obs Latitude $28^{\circ}20'$
Longitude $22^{\circ}58'$

Wednesday Oct 14th 1894

Cont. with a moderate wind from E.S.E. fine pleasant
weather ship steering South set the Main Royal saw nine
sails, second part wind light, the last 8 hours a brisk
wind from N.N.E. 11 sails of Bussells in sight Obs Lat $26^{\circ}36'$
Longitude $22^{\circ}28'$

Thursday Oct 15th 1894

Cont. with a brisk Trade wind from N.N.E. fine
pleasant weather we are now gaining to the Southward,
we are steering S.W. by W. second and latter parts
much as the first, Employed in various jobs Lat $23^{\circ}55'$
Longitude $22^{\circ}23'$

Friday Oct 16th 1894

Cont. with a fresh N.East Trade wind fine weather
ship steering S.W. under all sail bent a new Main
Topsail staysail Employed in Taring down the head stay
second and latter parts much the same as the first
Obs Lat $21^{\circ}15'$
Longitude $22^{\circ}32'$

Saturday Oct 17th 1894

Ther 24 hours Com^d with a fresh N. East Trade wind
Ship under all sail steering S.W. by S fine pleasant
weather. Second and latter parts much as the
first Employed in various jobs. Obs Lat^d 18° 35'
Longitude 23° 11'

Sunday Oct 18th 1894

Com^d with a brisk wind from N. East fine weather
Ship steering S. S. W under all sail the Island of
Saul distance at 2 P.M. 92 Miles second part wind
not quite as strong 5 P.M. saw the I. of Sal, one
of the Cape Bird Islands, bearing by Compass E. S. E.
distance say 25 Miles, from here I steered S.W. by S. by
Compass which will clear St. Nicholas & leaving it
to the North, we are expecting to arrive at the I.
of Brava tomorrow. Obs Latitude 16° 29'
Longitude 24° 18'

Monday Oct 19th 1894

Com^d as above, Smokey weather Ship steering
S. West by Compass, at Midnight luffed the Ship
to the wind latter part a strong wind even down
abrest of the Port on the West side of the Island of
Brava, one of the Cape De Birds Is.

Tuesday Oct 20th 1894

Com^d with a strong wind from N. East. This
P.M. I went on shore at 4 P.M. returned to
the Ship with the M. S. A Consulate, he
shipped 4 men for one which I took on board
at St. Michael Is. second part a double
reefed Topsail breeze, latter part I went
on shore sent off 30 Pigs & hogs.

Wednesday Oct 21st 1894

Com^d with a strong single reefed Topsail
breeze (Trade) at 3 P.M. returned to
the Ship finished Trading kept the Ship to
the South West second & latter parts wind light
saw a big steering Southward
Lat 13° 49'
Long

Remarks On Bark Napoleon

Thursday Oct. 22^d 1874

This 24 hours Com^d with a fresh Trade wind S.E. Ship under all sail steering S by W second part much as the first, latter part Moderate saw one sail steering with us. Obs Latitude $11^{\circ} 22'$

Longitude $25^{\circ} 13'$

Friday Oct. 23^d 1874

Com^d with a Moderate wind from E, S, E good weather 4 P M wind breeced up to a fresh wind, two bessel's steering with us, second and latter parts wind beg light three sails in sight.

Obs Latitude $10^{\circ} 16''$

Longitude $25^{\circ} 12'$

Saturday Oct. 24th 1874

Com^d with a light wind from S. East fine pleasant weather Ship close hauled to the Southward two bessel's steering with us, second and latter parts wind E, S, E quite a brisk wind Ship heading South Obs Latitude $8^{\circ} 38''$

Longitude $24^{\circ} 35''$

Sunday Oct. 25th 1874

Com^d with a brisk wind from E, S, E good weather, three bessel's in sight all steering with us, to the Southward second and latter part wind light, Obs Latitude $7^{\circ} 14'$ Saw a Whaling bessel called it the Corn^d Horn and

Longitude $25^{\circ} 00'$

Monday Oct. 26th 1874

Com^d with a light air from the South, fine pleasant weather, this P M we boarded the Bark Midas 7 days from bound to Monte Vieho, cargo of Coal the Capt. sent One, one bottle of Brandy, one do of Gin, one do of Wine - one do of rice syrup, second and latter parts most calm

Obs Lat $6^{\circ} 59'$

Saw 13 bessel's

Longitude

Tuesday Oct. 27th 1874

Com^d with a light wind from the East Ship heading S by E, saw Steam steering N, East called her ~~an~~ Man of War (bessel) weather beg warm same bessel's in sight, second & latter parts much as the first

Obs Latitude $6^{\circ} 10'$

Longitude $24^{\circ} 48'$

Wednesday Oct 28th 1874

This 24 hours Cont. with a light Southerly wind quite a swell on, slow progress, 14 Bessells in sight, all working Southward. I fear we will have a long passage to the Equator, second & latter parts most calm 14 Bessells in sight.

Obs Latitude $5^{\circ}49'$

Longitude $25^{\circ}20'$

Thursday Oct 29th 1874

Cont. with a light breeze from the South fine pleasant weather. Ship close hauled to the W.S.W. same Bessells in sight, second & latter parts wind untidily hard getting Southward. But I think by the close of this week we shall have a change in the weather 10 Bessells in sight. Obs Lat $5^{\circ}19'$ (Saw a School of Blackfish)

Longitude $25^{\circ}49'$

Friday Oct 30th 1874

Cont. with a light breeze from South this P.M. had a light squall of wind & rain soon over ship close hauled to the W.S.W. slow progress, the weather is very warm — our Ship company are employed in cleaning the Iron rust from the chase plates, also giving them a coat of Paint, second part most calm, latter part a light air from S.S.W. very warm.

Obs Latitude $5^{\circ}12'$

Longitude $25^{\circ}44'$

Saturday Oct 31st 1874

Cont. with a light air from S.S.W. Ship heading S.E. several Bessells in sight all trying to work Southward at sunset we had torrents of rain, very little wind through the night, latter part a brisk wind from S.E. part of one were a little further to the Southward I should think we had the Trade winds, eleven sail in sight all standing with us.

Obs Latitude $4^{\circ}30'$

Longitude $26^{\circ}02'$

Sunday Nov 1st 1874

Cont. with a brisk wind from S.E. S. fine pleasant weather ship close hauled to the S.W. by S. 14 sails in sight the most of them to the Westward of us, I think we will get the Trade wind well to the Northward. Sunset wind light from N.E. rained about all night latter part a fresh wind from S.E. ship close hauled to the S.W.

Obs Latitude $3^{\circ}30'$

Longitude $26^{\circ}28'$

Remarks On Bark Napoleon of New Bedford
Monday Nov 2^d 1874

This 24 hours Com^d with a fresh wind from S. S. E. Ship
close hauled to the S. W. W. several Bessells in company &
to leeward steering with us, I am Induced the Ship will come
up some as we draw to the Southward, it is such & go with us
I rather guess we will fetch by the coast on this tack, second
and latter part wind S. S. E. Ship close hauled to S. W. S. W. W.
we have run out of the old snell which have been
having,

Obs Latitude $1^{\circ}46''$

Longitude $28^{\circ}40''$

Tuesday Nov 3^d 1874

Com^d with a fresh wind from S. S. E. Ship close
hauled to S. W. S. W. three Bessells in sight all to
leeward one a Schooner, I find we do not make
any better course than we head by Compass I suppose we
have a set or current to westward, at 3 P. M. St. Pauls Rocks
by compass S. West distance 60 miles Middle part wind
quite Moderate Ship heading S. W. to S. W. S. at 4 1/2 P. M. we
found ourselves close to the above mentioned Rocks it was
Lower Point on our lee Bow just had Room to wear
Ship a fine clear night the Moon shining bright, at
six o'clock we passed the Rock again just to leeward
of it ~~eg~~ did not see any dangerous Rocks around
them with a good lookout and a clear night I do not
think it dangerous to run for them, I find my
Chronometer agrees with this Islands Longitude, one
can see this Rocks about 9 miles from a Ships deck,
after passing this Is. we headed S. W. S. there is surely
a current setting Westward one knot the hour, ends
with a light wind.

Obs Latitude $11^{\circ}33''$ N

Longitude

$29^{\circ}59''$ W

Wednesday Nov 4th 1874

Com^d with a Moderate wind from South at 2 P. M.
tacked to the E. S. E. saw a Bark steering N. N. E. also
saw to another Bessells, I declare we are in for it as we have
a strong current setting Westward at 8 P. M. we tacked to the
Westward wind very light 3 A. M. a large Steamer past us
steering to the N. East

Obs Latitude $00^{\circ}22''$ ^{North} ~~South~~

Longitude

$29^{\circ}45''$

Thursday Nov 5th 1894

Comd with a Moderate wind from the South, Ship close hauled to the E by S. we are to fair to the Westward for this Latitude a very strong current setting Westward I must try to work the Ship to the Eastward, at sunset wind shifted to S S E tacked to the S West through the night wind light, latter part a brisk wind. Lat 00° 03' S
Longitude 30° 24' W

Friday Nov 6th 1894

Comd with a brisk breeze from S S East Ship close hauled to S W & S W by W. second & latter parts a fine breeze from S East Ship heading S S W we have made a good course this 24 hours, saw a Bark to the westward of us steering with us. Obs Latitude 1° 57' S we are very fortunate in heading up so well, Longitude 31° 00'

Saturday Nov 7th 1894

Comd with a brisk Trade wind S East Ship close hauled to S S W & S W by S. fine pleasant weather at 4 P.M. passed the French Brig "Mectia" steering N by East. I am expecting to see the Island of Fernando De Noronha tomorrow second part much the first, latter part wind S S East Ship heading S W. I think we will just clear the Is. to the Eastward
Obs Latitude 3° 34' S
Longitude 32° 04'

Sunday Nov 8th 1894

Comd with a fine Trade wind, Ship heading S W by S at one P.M. sighted Fernando de Noronha Is. it was bearing by Compass W S W distance say 35 Miles, at sunset it bore by Compass N N W distance about 35 - Miles I declare I feel very glad to weather this Is. or to pass to the Eastward of it. second and latter part a fresh breeze Ship heading S S W at 4 A.M. spoke the Clipper Ship "Star of Hope", of Boston steering N N E told the Captain to report the Bk. "Napoleon" with all well on Board. this A.M. saw two large steamers steering S W by S, also saw a large Clipper Ship steering as above S W by S — —
Obs Latitude 5° 38'
Longitude 32° 53'

Remarks On Board Napoleon of New Bedford
Monday Nov 9th 1874

This 24 Hours Com^d with a brisk Braid, wind S.E. &
Ship close hauled to the S.W. by, I a large Clipper
Ship in sight to leeward steering with us, second
and latter part much as the first Employed in Painting
the quarter Boats the last 12 hours wind S. East,
the 1/2 East of the nearest Land } Obs Latitude 9° 32"
Longitude 32° 48"

Tuesday Nov 10th 1874
Com^d with a fresh wind from S. East Ship close
hauled to S.S.W. just heading clear of the Land, on
more 24 hours will carry us clear of the Land if the
wind holds at S. East, second part a strong wind with
heavy dead sea handed the Fly Gibb & Fore Tack all set
latter part more moderate set all sail. Saw two
bessels steering S.S.W. we steering S.E. W. Obs Lat 9° 45"
we are now all right for clearing the ^{Land} Longitude 34° 09"

Wednesday Nov 11th 1874
Com^d with a fine breeze from E.S.E. fine pleasant
weather, Ship steering S.E. W. this P.M. Painted the
Starboard Bow Boat out & in side, we have had
hard work to keep the Ship fair enough to the Eastward
to clear the coast but we are now all right, and
have made a good passage from the Cape de Bird Is
second & latter parts much as the first Employed in
Painting our Boats Obs Latitude 11° 40"
Longitude 34° 34"

Thursday Nov 12th 1874
Com^d with a light wind from S. East fine pleasant
weather, Ship heading S.S.W. weather very warm, second
and latter parts a fresh breeze from N. East. Saw
three bessels steering to the N.N.W. Obs Latitude 13° 25"
the last 12 hours steered S.E. East, Longitude 34° 15"

Friday Nov 13th 1874
Com^d with a moderate wind from E.N.E. fine weather
Ship steering S.E. & saw a Finback Whale, second and
latter parts a brisk wind saw a sail Obs Latitude 15° 26"
Longitude 34° 04"

Saturday Nov 14th 1894

Cont^d with a brisk wind from E. N. E. & heavy swell from S. S. E. we are steering S. by W. I am anxious to see sperm Whales soon saw a hussell on a wind to the S. East also saw a large Ship steering S. by W. we are four months from New Bedford all well on the Bk. Napoleon, the weather look just as it usually does as we draw out of the Trade. Second and latter parts dark cloudy looking weather. it being thick we got no obs. Estimated Latitude $19^{\circ}00''$
do Longitude $34^{\circ}50''$

Sunday Nov 15th 1894

Cont^d with a Moderate variable wind from N. E. to E. S. E. a heavy swell from S. S. E. some rain. this P. M. sent up a new Mizzen Topmast stay Employed in various - outter small jobs preparing for Whaling saw a sail to leeward of us. second and latter parts a strong wind with squalls of rain saw two sails steering to the Southward, a heavy swell on, ends with cloudy weather, it being cloudy we got no obs. Estimated Latitude $19^{\circ}10''$
Longitude $35^{\circ}00''$

Monday Nov 16th 1894

Cont^d with a strong wind from N. East heavy dark cloudy weather, we are steering to the West. sunset luffed the Ship to the wind heading N. by W. second part heavy squalls latter part a strong wind steered to the Westward, ends with dark cloudy weather Estimated Latitude $19^{\circ}45''$
do Longitude $37^{\circ}00''$

Tuesday Nov 17th 1894

Cont^d with a strong wind from N. N. E. heavy dark looking weather Ship steering to the South. at 3 P. M. run in among a School of small sperm Whales being small Whales only four of them going to the Northward. did not lower the Boats, saw a Brig steering to the S. West I will stop hearabouts for a short time second ^{& latter} parts much as the first. saw a large School of Blackfish going to the Northward obs & Lat $19^{\circ}35''$
Longitude $37^{\circ}00''$

Remarks On B. Napoleon of New Bedford

Tuesday Nov 18th 1894

Com^d with a strong double reefed Topsail brace
from the North fairing weather, Ship on different
looking for Whales. Bad weather. Saw two Bessels
steering to the S. West. Second and latter parts
wind to the S. West increasing even with dark heavy
rainy weather. No Obs. Estimated Latitude $19^{\circ}20'$
do Longitude $36^{\circ}40'$

Wednesday Nov ^{19th}~~20th~~ 1894

Com^d with a strong wind from the South a Bad
sea on. Ship heading E. S. E. under small sail.
Saw a Bark heading to the Westward. Second and
latter parts very unpleasant No Obs. Estimated Lat $18^{\circ}55'$
do Longitude $36^{\circ}30'$

Thursday Nov 20th 1894

Com^d with a strong double reefed ~~reared~~ Topsail
breeze wind South Ship close hauled to the S. East.
Saw a bark steering N. N. E. the remainder of these
4th hours very unpleasant it being thick we got no Obs.
Here Ship to the S. West. Estimated Lat $18^{\circ}35'$
do Longitude $34^{\circ}50'$

Saturday Nov 21st 1894

Com^d with a fresh wind from the South very unpleasant
Ship close hauled to the S. W. & W. Saw a brig on a wind
to the westward, 3 P. M. More Ship to the Eastward second
part most calm latter part wind to Westward. No Obs.
Estimated Lat $18^{\circ}00'$

Sunday Nov 22^d 1894

Com^d with a light wind from W. S. W. Cloudy weather
Ship steering South. Second & latter part a dead calm
fine clear weather. Obs. Latitude $19^{\circ}11'$
Longitude $35^{\circ}00'$

Monday Nov 23^d 1894

Com^d as above, Midnight took a light breeze from
E. S. E. kept the Ship South. This A. M. Saw a Ship
which I called the "Corn^d Howland" Cutting a
Whale also Boiling. Obs. Lat $19^{\circ}41'$
Longitude $35^{\circ}08'$

Pared Fernegan Master;
Tuesday Nov 24th 1874

Com^d with a moderate wind from the North fine pleasant weather. Ship steering S. S. W second and latter part by moderate sea the vessels steered to the N. West wind from N. to N. E.

Obs Latitude $20^{\circ}55'$

Longitude $34^{\circ}45'$

Wednesday Nov 25th 1874

Com^d with a light wind from East fine pleasant weather. Ship steering S. S. W I hope we shall see some Whales soon. I am going to look for some right Whales if I do not find them shall go sperm Whales. This A.M. saw a Bark steering S. West Obs Lat^d $22^{\circ}16'$

Longitude $34^{\circ}08'$

Thursday Nov 26th 1874

Com^d with a fresh breeze from N. N. E good weather. Ship steering South. now we are getting along some second part much as the first, latter part squalls of rain.

Obs Latitude $24^{\circ}43'$

Longitude $33^{\circ}12'$

Friday Nov 27th 1874

Com^d with a fresh breeze with dark heavy looking weather. Ship steering S. S. E had three or four claps of thunder. I am getting tired of this sameness. we inhopes soon to see 20 Whales second and latter part much as the first

Obs Latitude $26^{\circ}51'$

Longitude $32^{\circ}50'$

Saturday Nov 28th 1874

Com^d with a brisk wind from the North heavy weather spit of rain ship steering S. S. E saw a school of Porpoises, struck one & lost it. second part most calm with much rain. 1/2 A.M. took a squall of wind & rain from the South shortened sail down to a close reefed Main Topsail. latter part a fresh gale set down the reefed Topsails. Ship heading W. S. W

Obs Latitude $28^{\circ}55'$

Longitude $32^{\circ}34'$

Remarks on Bark Napoleon & Comd. Bedford
Sunday Nov 29th 1874

Comd. with a gale from the South clear weather Ship
heading N. S. W under short sail, second and latter
parts more moderate saw two Parks steering to the Eastward
ends with clear weather. Obs Latitude $28^{\circ}10''$
Longitude $34^{\circ}04''$

Monday Nov 30th 1874

Comd. with a strong double reefed Topsail breeze
clear weather, wind South, Ship close hauled to the
N. S. W second part moderate a heavy swell from
Southward latter part wind from S. S. W increasing
slow progress. Obs Latitude $28^{\circ}23''$
Longitude $33^{\circ}48''$

Tuesday Dec 1st 1874

Comd. with a brisk wind from S. S. W good weather
Ship on a wind to S. East and S. E. S. E. Should like to
go into the S. E. guess the wind will fall to westward
second and latter parts wind very light from S. S. E. dull times
Obs Latitude $28^{\circ}26''$

Wednesday Dec 2nd 1874

Comd. with a light wind from S. S. E fine pleasant
weather Ship on a wind to East, dull times, slow getting a
drift. But I rather guess we will see some Whales when we
get to the Eastward, second part calm, latter part a
fine breeze from N. N. E pleasant weather Ship steering
S. S. E sent down the main Royal & repaired it
Obs Latitude $29^{\circ}10''$
Longitude $32^{\circ}17''$

Thursday Dec 3rd 1874

Comd. with a moderate wind from N. N. E fine
pleasant weather, steering S. S. E this P. M. sent
down the Foresail & repaired it bent it again
second and latter parts a fresh breeze with thick
weather this A. M. sent down the Fore Topgallant sail
repaired it and bent it again at 11 A. M. took a
squall from S. West ~~at~~ shortened sail down to
double reefed Topsails soon moderated some
rain. no dr. Estimated Lat $31^{\circ}15''$
low & gage (P.M.) Longitude $30^{\circ}30''$

Friday Dec 4th 1874

Cont. with a fresh wind from Westward with some rain. Two P.M. Moderated to a light wind kept the Ship to the South. Second & latter parts more moderate fine pleasant weather Obs Latitude $32^{\circ}41''$
Longitude $29^{\circ}18''$

Saturday Dec 5th 1874

Cont. with a Moderate wind from West fine pleasant weather a very heavy swell from West. Ship steering South. Second and latter parts a fresh wind increasing — wind N.West. Obs Latitude $34^{\circ}41''$
Longitude $28^{\circ}09''$

Sunday Dec 6th 1874

Cont. with a Strong double reefed Topsail breeze Wind N.West. a tremendous sea on no signs of Whales. P.M. shortened sail down to close reefed Topsails and luffed the Ship to the wind heading S. by N. W. A.M. kept the Ship to the S. East Obs Latitude $36^{\circ}11''$
Longitude $26^{\circ}38''$

Monday Dec 7th 1874

Cont. with a strong Strong wind almost a gale from West. Ship steering E. by S some Birds around the Ship (no Finbacks Whales) ground looks dead for Whales. Second and latter parts not quite as much wind wind S.West. Obs Latitude $35^{\circ}45''$
Longitude $28^{\circ}28''$

Tuesday Dec 8th 1874

Cont. with a fresh breeze from S. S. W clear weather Ship steering E. S. E saw some Wedd. feed. also several Finback Whales feeding. Second and latter parts wind very light Obs Latitude $36^{\circ}11''$
Longitude $21^{\circ}15''$

Wednesday Dec 9th 1874

Cont. with a light wind from westward fine weather, sun over hut, second and latter parts most calm. Lots of Finbacks (Whales) Lat $36^{\circ}06''$
Longitude $20^{\circ}02''$

Remarks On Bark Napoleon J Ken Bedford

Thursday Dec 10th 1874

Came with a light wind from Westward fine weather
Ship steering S. E. by E @ very heavy swell on,
second part wind hauled to E. by N very light
wind fine weather

Obs Latitude $36^{\circ}13'$

Longitude $19^{\circ}31'$

Friday Dec 11th 1874

Came with a moderate wind from E. N. E fine
pleasant weather Ship on a wind to S. E. second
and latter part thick weather 12 M, lighted up

Obs Lat $36^{\circ}54'$

Longitude $18^{\circ}11'$

Saturday Dec 12th 1874

Came with a fresh breeze from N. N. E thick weather
this P. M. Saw & lowered two Boats for a ~~W~~ Whale
the Whale. Saw the Boat no success, small Whale
second and latter part quite clear weather, no signs
of Whales.

Obs Latitude $36^{\circ}47'$

Longitude $16^{\circ}02'$

Sunday Dec 13th 1874

Came with a fresh wind from N. N. E good weather
Ship steering E. by S. under all sail, sunsett —
shortened sail for the night, daylight wind W. N. W kept the
Ship E. by S fine weather.

Obs Lat $36^{\circ}48'$

Longitude $14^{\circ}45'$

Monday Dec 14th 1874

Came with a brisk wind from W. N. W fine pleasant
weather Ship steering E. by S at 2 P. M. Saw & lowered
for a ~~W~~ Whale, Waste Boat darted did not fasten
whale was too deep under water, second and latter parts
misty weather, ———

Obs Latitude $36^{\circ}54'$

Longitude $13^{\circ}16'$

Tuesday Dec 15th 1874

Came with a brisk wind from Northward squall
of fog at 3 P. M. Saw & lowered the Boats for a ~~W~~ Whale,
chased for ^{long} hours without success, the Whale was
going to the South, West, sunsett shortened sail for the
night 6 P. M. Saw the Land Pracepsilla Is. distance 35 miles
bearing by compass S. East second and latter parts a gale of wind
furlled the Fore Topsail.

Obs Latitude $37^{\circ}12'$

Longitude $14^{\circ}10'$

Wednesday Dec 15th 1874

Com^d with a gale of wind from the North, squalls of rain Ship under small sail to the Westward, at two A.M. wind hauled to West, a heavy sea on at this time Wore Ship quite a gale of wind at 8 A.M. kept the Ship N.E. by E. now bound sperm Whaling.

Obs Latitude $34^{\circ}01''$

Longitude $13^{\circ}46''$

Thursday Dec 17th 1874

Com^d with a gale of wind from N.W. quite clear weather Ship under single reefed main Topsail and Main Topgallantsail set over it double reefed For J. this P.M. saw a large Merchant Bark steering S.E. at sunset we shortened sail down to a close reefed main Topsail, daylight more moderate set all sail and steered to the E. N.E.

Obs Latitude $35^{\circ}29''$

Saw lots of Fin backs (Whales) Longitude $12^{\circ}29''$

Friday Dec 18th 1874

Com^d with a fresh breeze from W.N.W. cloudy weather Ship steering East, this P.M. we spoke the British Bark Glen of 50 days from London, bound to Shanghai (China) our Longitudes agreed. we saw at Porpus saw lots of Fin-back Whales, I am in hopes to see sperm Whales soon second & latter parts much as the first, saw three Merchant vessels steering S.E. by E. Obs Lat $34^{\circ}52''$

Longitude $8^{\circ}52''$

Saturday Dec 19th 1874

Com^d with a strong wind from N. West heavy weather Ship steering E. by S. by S. sunset shortened sail for the night, we are now ^{on} what is called the Region - Whaling ground (Sperm Whale ground) the last two days we have passed any quantity of rt Whale feed (and Finbacks Whales) second and latter parts more moderate saw one vessel steering to the S. East. Obs Lat $34^{\circ}18''$ wind hauled to S.W.

Longitude $7^{\circ}30''$

Sunday Dec 20th 1874

Com^d with a fresh breeze from South clear weather Ship heading Eastward. second and latter parts wind very light and hauled to S.E.

Obs Latitude $33^{\circ}35''$

Longitude $5^{\circ}39''$

Remarks on Bark "Napoleon" of New Bedford.

Monday Dec 21st 1874

Came with a light wind from S. East pleasant weather,
Ship heading Eastward, Second part wind hauled to N. East
kept the ship to the South East, latter part a fresh breeze
fine clear weather.

Obs Latitude $33^{\circ} 53'$

Longitude $3^{\circ} 33' W$

Tuesday Dec 22nd 1874

Came with a strong wind from N. East clear weather,
Ship steering S. East under all sail, second part
much as the first, latter part cloudy by spells.

Obs Latitude $35^{\circ} 15'$

Longitude $00^{\circ} 20' W$

Wednesday Dec 23rd 1874

Came with a strong wind from North some fine
rain Ship steering S. East under all sail second
and latter parts wind to the Southward heavy.

Latitude $35^{\circ} 15'$

Longitude $1^{\circ} 40' East$

Thursday Dec 24th 1874

Came with a Moderate wind from Southward
fine weather, Ship close hauled to the Eastward,
second and latter parts fine pleasant weather
Ship close hauled to the E. N. E no signs of
Whales.

Obs Latitude $33^{\circ} 42'$

Longitude $3^{\circ} 12'$

Friday Dec 25th 1874

Came with a brisk wind from S. East fine pleasant
weather, Ship close hauled to the N. E, S. E
second & latter parts wind S. E, S. E Lat $31^{\circ} 33'$

Longitude $4^{\circ} 18' East$

Saturday Dec 26th 1874

Came with a fresh whole sail breeze fine
pleasant weather Ship close hauled to the Eastward
by mouth for so strong a wind. second and latter parts
much as the first

Obs Latitude $29^{\circ} 25'$

Longitude $6^{\circ} 20'$

Sunday Dec 27th 1894

Cont^d with a fresh wind from S. East fine pleasant weather steering E. N. E. as a course, second and latter parts fresh Traids, Obs Latitude $27^{\circ} 08'$
Longitude $8^{\circ} 00'$

Monday Dec 28th 1894

Cont^d with a fresh Traid wind S. S. E Ship under all sail steering N. East by E. second and latter parts quite moderate the weather is quite warm, saw some kelp. Obs Latitude $24^{\circ} 28'$
Longitude $8^{\circ} 52'$

Tuesday Dec 29th 1894

Cont^d with a brisk wind from S. S. E fine pleasant weather Ship steering E. N. E. Employed in making a seting room at the head of the Cabin stairs, second and latter parts wind S. S. W. Obs Latitude $22^{\circ} 26'$
Longitude $10^{\circ} 9'$
big heavy weather

Wednesday Dec 30th 1894

Cont^d with a brisk wind from S. W. by S. very heavy Ship steering N. E. by E at 2 P. M. saw & lowered the Boat for Blackfish took one to each Boat 3 1/2 P. M. kept the Ship N. N. E. now bound to little fish Bay to get Medical aid for my second Mate who has been sick for some time second and latter parts quite moderate. Obs Latitude $20^{\circ} 17'$
Longitude $10^{\circ} 26'$

Thursday Dec 31st 1894

Cont^d with a brisk wind from S. S. W. very heavy weather Ship steering N. N. E. under all drawing sail, second & latter parts much as the first. Obs Latitude $18^{\circ} 08'$
Longitude $10^{\circ} 31'$

Friday Dec 01st 1895

Cont^d with a strong wind from South, heavy weather Ship steering E. N. E. at 3 P. M. kept the Ship N. N. E. & judg. the Land to be about 50 miles distant to the E. S. E. second and latter parts wind very light, water a mud or clay color. Obs Latitude $16^{\circ} 48'$
Longitude $11^{\circ} 00'$

Remarks on Bark "Napoleon" of New Bedford

Saturday January 2^d 1875

Com^d with a light wind from S.S.W. heavy weather
Ship steering North, this P.M. saw lots of Blackfish -
Lowered the Boats took two, second part most
calm, latter part a fine breeze from the Westward, saw
several imm fish

Obs Latitude $15^{\circ}38'$

Longitude $10^{\circ}40'$

Sunday Jan 3^d 1875

Com^d with a fine breeze from West. Ship steering N.E. & E
saw a lot of killers second and latter parts wind very
light there seems to be a strong current setting North, Lat $13^{\circ}58'$
middle part wind N.N.W)

Longitude $10^{\circ}41'$

Monday Jan 4th 1875

Com^d with a Moderate wind from W.S.W. the wind
barges from South to W. N.W. every 24 hours second and
latter parts much as the first.

Obs Latitude $12^{\circ}10'$

Longitude $10^{\circ}5'$

Tuesday Jan 5th 1874

Com^d with a Moderate wind from S. West, hauled to
W.N.W. Ship steering N. East strong tide rips no
Whales, second and latter parts quite a brisk wind
wind from South to West.

Obs Latitude $10^{\circ}28'$

Longitude $11^{\circ}11'$

Wednesday Jan 6th 1875

Com^d with a Moderate wind from N. West fine weather
Ship heading N. East second part a strong wind from
Northward saw a Whaling Brig to windward of us,
latter part Moderate

Obs Latitudes $9^{\circ}08'$

Longitude $11^{\circ}22'$

Thursday June 7th 1875

Com^d with @ light wind from Northward second & latter
part calm we spoke the Brig Rosa Baker, Thompson Master
of Boston had been cruising from Latitude 7° to 9° for
last three weeks had taken one sperm Whale which
yielded 85 Barrels of Oil, the brig was leaking, Obs Lat $9^{\circ}15'$

Longitude $11^{\circ}21'$

Friday Jan 8th 1875

Cont. with a light air from S.S.W. by warm weather Ship steering N.W. shall look around here for a few days if I do not see any Whales or seals shall work to the Westward - second & latter part a fine breeze Ship heading N.N.W. by the wind no signs of Whales. Obs Lat^t 8° 22'

Longitude 10° 3'

Saturday Jan 9th 1875

Cont. with a Moderate wind from S.W. fine pleasant weather Ship close hauled to the westward now bound to St. Helena to Land my second Mate who is sick, second and latter part wind by light from the Westward Obs Latitude 8° 04'

Longitude 9° 18'

Sunday Jan 10th 1875

Cont. with a Moderate wind almost calm, wind westward, by warm weather through the night headed the Ship to the Southward 6 A.M. tacked to the N.N.W. by warm, latter part a brisk wind from S.W. Lat^t 8° 35'

Longitude 8° 45'

Monday Jan 11th 1875

Cont. with a fine breeze from S.West 4 P.M. most calm, heading westward, second and latter quite a good breeze

Obs Latitude 8° 22'

Long 8° 20'

Tuesday Jan 12th 1875

Cont. as above second & latter parts wind light

Obs Latitude 8° 22'

Longitude 9° 22'

Wednesday Jan 13th 1875

Cont. with a Moderate wind from S.S.W. fine pleasant weather Ship close hauled to the westward second and latter parts quite a good breeze

Obs Latitude 8° 17'

Longitude 5° 56'

Thursday Jan 14th 1875

Cont. with a Moderate wind from S.W. by S. by warm Ship on a wind to the Westward, second and latter parts wind very light Lat^t 8° 23'

Longitude 5° 42'

Remarks on Bark "Napoleon"

Friday January 15th 1875

Com^d with a light wind from S.W. fine pleasant weather Ship close hauled to the westward
Very dull times no signs of Whales Second & latter parts much as the first Obs Latitude $8^{\circ}33'$
Longitude $2^{\circ}3'38''$ W

Saturday Jan 16th 1875

Com^d with a fine breeze from S.S.W. pleasant weather Ship close hauled to the West, through the night headed W.S. latter part much as the second
Obs Latitude $8^{\circ}50'$
Longitude $2^{\circ}26'$ W

Sunday Jan 17th 1875

Com^d with a brisk wind from South Ship close hauled to the W.S.W. I guess we will now have no trouble in getting along second & latter parts a brisk wind Trade,
Obs Latitude $9^{\circ}58'$
Course — Longitude $1^{\circ}49'$ E

Monday Jan 18th 1875

Com^d with a brisk wind from South I suppose we now have the Trade wind, I want to be on my way to the Pacific — second part wind light
latter part much as the first Obs Latitude $11^{\circ}27'$
Longitude $00^{\circ}23'$ West

Tuesday Jan 19th 1875

Com^d with a fresh wind from South Ship close hauled to the W.S.W. second and latter parts
Squally fresh wind Obs Latitude $13^{\circ}20'$
Longitude $2^{\circ}00'$ W

Wednesday Jan 20th 1875

Com^d with a strong wind from the South frequent squalls Topgallant sail hauled, second and latter parts very squally Employed in repairing Tying jib
Obs Latitude $15^{\circ}02'$
Longitude $4^{\circ}45'$ W

Thursday January 21st 1875

Came 24 hours Com^d with a fresh wind from S, S, E clear weather, at 9 P.M. by Obs the Island of St. Helena, bore by Compass West distance 84 Miles, I will have ^{the} Ship kept W, by S 65 Miles, then the Ship will be in the Latitude of the Island, the Island being by Obs. 30 Miles True West from the Ship, I intend to touch, and Land, for news from my home, and to discharge my second Mate who says he is sick. From thence I intend to go direct to the South Pacific Ocean sperm Whaling, am in hopes to meet with better success there we have in the North & South Atlantic Ocean, second part wind Moderate, six A.M. saw the above mentioned Island bearing W, by N distance say 40 Miles latter part fine weather running for the Island

Friday Jan 22^d 1875

Came with a fine breeze from E, S, E good weather at 11 P.M. I landed on the Island of St. Helena Ship Laying off & on I could not get through with my business so I will stop ashore the night, second and latter parts fine weather, I discharged my second Mate as a sick man, I think my self very fortunate in getting rid of him as I consider him a Bad Man on Ship board.

Saturday Jan 23^d 1875

Came as above this P.M. I returned to the Ship now ready to proceed to onward to the South Pacific Ocean, I sold 15 Bbls of Salt Beef @ \$13 — 9½ Bbls of Flour @ 10 dollars — two new Casks 340 Gallons @ 6cts per gallon — exchanged 10 casks of Kerosene Oil for one Thousand Lbs Irish Potatoes. I like the People of this Island much, at 5 P.M. I kept the Ship to the W, S, W second & latter parts fine weather light Trade wind, Lat 17° 04' Longitude 7° 00'

Remarks On Bark ^{Rapoleon} ~~Norman~~ J. V. Bedford
Sunday Jan 24th 1875
Com^d with a Moderate Trade wind South
Ship close hauled to the W S W Second and
latter parts Much the same as the first Lat 19° 04'
Longitude 8° 33'

Monday June 25th 1875
Com^d with a brisk wind from S, S, E fine weather
Ship close hauled to the S W Second and latter
parts Much as the first Obs Latitude 21° 01'
Longitude 9° 34'

Tuesday June 26th 1875
Com^d with a Moderate wind from S, S, E good
weather Ship close hauled to the S South & West,
Second and latter parts a brisk wind Obs Lat 23° 09'
Longitude 11° 20'

Wednesday January 27th 1875
Com^d with a fine breeze from S, S, E fine pleasant
weather Ship close hauled to the S W S W These are
very dull times I want to get into the Pacific Ocean,
Second and latter parts wind very light and
weather very warm Obs Latitude 24° 44'
Longitude 12° 21'

Thursday Jan 28th 1875
Com^d with a dead Calm, these are very dull times
but I do not remember of ever going @ Whaling
Voyage without having some just such dull times
Second and latter parts Much as the first,
Employed in Repairing the Main sail. Obs Lat 24° 20'
Longitude 12° 19'

Friday June 29th 1875
Com^d with a Calm at 2 P.M. took a breeze
from N, N, E kept the Ship South, Second and
latter parts most calm Employed in setting up the
Port Main Lower Standing Rigging Obs Latitude 24° 53'
Longitude 12° 13'

Saturday Jan 30th 1875

Came with a light air from Northward, very warm
truly there are dull times I think I shall feel
much better when I get further to the Southward. I
think I was very unwise to stop in the Atlantic Ocean
never mind we will soon get out of it. I would
rather stop away from my home a year longer than
to cruise the remainder of this voyage in this Ocean.
Second and latter parts almost calm, I' for a
good supply of patience. Obs Latitude $25^{\circ}13'$
Longitude $12^{\circ}14'$

Sunday Jan 31st 1875

Came with a dead calm. Employed in setting up
the Port Fore Rigging, it is very warm weather
Midnight took a Moderate breeze from S.S.E. latter
part a brisk whole sail breeze from S. East I am
now in hopes to go on our way rejoicing Obs Lat $26^{\circ}12'$
Longitude $13^{\circ}11'$

Monday Feb 1st 1875

Came with a brisk whole sail breeze from S. East
fine pleasant weather Ship close hauled to the
S.W. by E. I am feeling much better in health
than I did a few weeks since. Hope I am thankful
to our giver of all good things. Second, and latter
parts a fresh breeze this A.M. ran a Bark steering
N.N.W. the S.E. English Ensign. Obs Lat $28^{\circ}30'$
Longitude $13^{\circ}41'$

Tuesday Feb 2^d 1875

Came with a Moderate wind from E. S. E. fine pleasant
weather Ship steering S. by W. saw a lot of billies (fish)
second part quite a fresh breeze latter part most
calm. Took down a new Boat from overboard
and commenced to fit her for Whaling shall
put her on the Port Bow. Obs Latitude $29^{\circ}30'$
Longitude $13^{\circ}55'$

Remarks on Board "Napoleon" J. V. Bedford

Wednesday Feb 3^d 1875

Comm^d with a light breeze from N. East very warm
Ship steering South, These are dull times
I suppose if we get a few degrees further to the
Southward we will have fresh winds, then we
will go to the Eastward, second and latter parts
much as the first, saw a Brig steering to the Eastward,
at a Fore-Topsail, Studding sail. Obs Latitude $30^{\circ}40''$

Longitude $13^{\circ}36''$

Thursday Feb 4th 1875

Comm^d with a moderate wind from N. N. E fine
pleasant weather Ship steering S. S. E under all sail
second and latter parts wind North Ship steering South
at a Main Top-gallant Studding sail Obs Latitude $32^{\circ}04''$

Longitude $13^{\circ}11''$

Friday Feb 5th 1875

Comm^d with a brisk wind from the North fine
pleasant weather Ship steering S. S. W under all sail
Midnight took a squall of wind and rain from
Westward, latter part a strong wind, Lat $34^{\circ}15''$
Longitude $17^{\circ}33''$

Saturday Feb 6th 1875

Comm^d with a fresh wind from West, clear weather
Ship steering S. S. E under whole Topsails, second part
under double reefed Topsail, latter part set all sail
a heavy swell on Obs Latitude $35^{\circ}35''$

Longitude $8^{\circ}54''$

Sunday Feb 7th 1875

Comm^d with a fresh breeze from S. West clear weather
Ship also hauled to S. E. S. E second and latter parts
wind very light, I declare we are very unfortunate
in having so much light winds as we want
to make a quick passage down to the Pacific
Ocean. Obs Latitude $36^{\circ}12''$

My son Alymer is — Longitude $9^{\circ}43''$

21 years old today, how fast the
years go! I shall be 50 years old the 13th day of next August &
I begin to feel the effects of overworking in my younger days
I find I must be careful and not exhaust myself as I have been
accustomed to, I am not to come on this voyage but as I am here
I will try to make the best of it.

Monday Feb 8th 1895

These 24 hours Comd with a dead calm fine clear weather, the Ship is Roaling as we have a swell from the S.West, we are having big haul times But I never went one of these stages without having some beam days. I am bound down to New Zealand, where I do expect to get a fair cargo of Oil, if I had a set of Officers, & Boatstewards who understood Arctic Whaling, I would if possible be in the Arctic Ocean by the 20th day of July (next) I think the Officers I now have will do very well sperm Whaling, Second and latter parts a moderate breeze from E.N.E fine pleasant weather set the Studding sails

Obs Latitude $36^{\circ}40'$

Longitude $7^{\circ}19'$

Tuesday Feb 9th 1895

Comd with a fine breeze from E.N.E good weather Ship under all sail Steering S.E. I want to get further to the Southward so to have stronger winds, Second & latter parts much as the first smooth sea on

Obs Latitude $38^{\circ}10'$

Longitude $5^{\circ}40'$

Wednesday Feb 10th 1895

Comd with a brisk wind from E.N.E fine pleasant weather, Ship steering S.E. Studding sails set I think we will now hold the wind & go on our way rejoicing, Second & latter parts much as the first

Obs Latitude $39^{\circ}20'$

Longitude $3^{\circ}32'$

Thursday Feb 11th 1895

Comd with a moderate wind from N.E. & North very pleasant Ship under all sail set the Fore Topgallant Studding sail & Lower so, Second and latter parts much as the first

Obs Latitude $40^{\circ}10'$

Longitude $1^{\circ}56'$ West

Friday Feb 12th 1895

Comd as above ^{wind} Steering E.S.E. under all sail Second and latter parts wind increasing Ship heading S.E.

Obs Latitude $41^{\circ}16'$

Longitude $1^{\circ}10'$ East

Remarks On Bark Napoleon of New Bedford

Saturday Feb 13th 1895

Came with a brisk wind from N. East sailing Northward ship heading E. S. E. Midnight wind hauled to N. West so continued the remainder of these 24 hours. Distance run 170 Miles Obs Latitude $41^{\circ}02'$

Longitude by Chron. $5^{\circ}21'$

Sunday Feb 14th 1895

Came with a fresh whole sail breeze from West. Fine pleasant weather, ship under all sail steering E. S. Studingsails abow & aloft, I am feeling much better in health than I have been feeling of late, hope I feel thankful to the giver of all good things. Second and latter parts more moderate than @ Bark. to leeward steering with us. Obs Lat $40^{\circ}50'$

Longitude $8^{\circ}00'$ East

Monday Feb 15th 1895

Came with a brisk wind from West cloudy ship under all sail steering S. East same result in sight, second & latter part moderate.

Obs Latitude $40^{\circ}50'$

Longitude by Chron $10^{\circ}04'$ East

Tuesday Feb 16th 1895

Came with a light air from S. East cloudy 3 P.M. came in a dead calm, so continued through the night — at daylight took a light wind from N. W. hauling westward set the studingsails Obs Latitude $40^{\circ}36'$ this A.M. put out a new Bow Boat, Longitude by Chron $11^{\circ}08'$

Wednesday Feb 17th 1895

Came with a fine breeze from West good weather all sail set steering S. East we have had a long passage from St. Helena. I declare I am in hopes to get some oil before we arrive in Port, at 5 P.M. we saw two large sperm Whales, at 6 P.M. we lowered the boats the Waste Boat fastened we soon killed the Whale, at 10 P.M. we took it to the ship & and shortened sail for the night at 5 A.M. we commenced to cut in the Whale fine pleasant weather, at 12 M. we finished cutting in the Boddy.

Obs Latitude $41^{\circ}04'$

Longitude $12^{\circ}08'$

This Whale stowed
down 94 Barrels
the Leagues of Corks



Towards the Indian & Pacific Oceans (To New Zealand)
 Thursday Feb 18th 1895

Cont. with a light wind from S.W. at 4 P.M.
 finished cutting in the above mentioned Whale
 @ large Whale. I hope I am thankful, second
 and latter parts salm. Commenced Boiling —

Obs Latitude 40° 24"
 Longitude 12° 30'

Friday Feb 19th 1895

Cont. with a decent calm very pleasant, very warm
 Employed in Boiling, second & latter parts. a light
 southerly wind. Purant to get back to the ground where
 we took the above mentioned Whale. Obs Latitude 40° 28'

Longitude 12° 35'

Saturday Feb 20th 1895

Cont. with a light air from Southward fine pleasant
 weather Ship heading Westward Employed in Boiling good
 Blubber second and latter parts much as the first finished
 Boiling turned up 88 Barrels of sperm oil. Obs Latitude 40° 35'

Longitude 12° 09'

Sunday Feb 21st 1895

Cont. with a light breeze from South to S.S.W. fine pleasant
 weather Ship heading Westward. I am in hopes to see @
 sperm Whale tomorrow, second and latter parts much as
 the first. Obs Latitude 41° 02'

Longitude 11° 28'

Monday Feb 22nd 1895

Cont. with a brisk wind from E.S.E. fine clear
 weather Ship steering to the Northward, looking for
 sperm Whales. I cannot cruise long about here as
 I must go on my way to the Pacific. second & latter
 parts more. Moderate Employed in storing down the
 Oil from the before mentioned Whale —
 the latter part stored to the South Obs Latitude 41° 20'

Longitude 12° 00'

Tuesday Feb 23rd 1895

Cont. with a light wind from E.S.E. Ship close hauled
 to the South, finished storing down the Oil 88 Barrels &
 the gauges of Casks @ good Whale, if we can take two
 more such whales before we arrive in port I shall feel
 quite sure we will make @ saving Voyage. second part
 having wind hauled to West Obs Latitude 41° 50'

Remarks On Board Napoleon of New Bedford
Wednesday Feb 24th 1875
Contd with a fresh wind from W. N. W. Clear
weather Ship under all sail steering S. E. by E
I am anxious to have a good run down to the
Pacific. I want to arrive at Port Russell, Bay of Islands
by the first of May, sunset most calm & heavy
squall on, Midnight took a strong wind
from Northward latter part heavy squalls
with quite a heavy Tempest with rain. Saw
a large vessel to the E. S. E. of us steering with us
water very green — Obs Latitude $42^{\circ}18'$
Longitude $19^{\circ}12'$ East

Thursday Feb 25th 1875
Contd with a strong wind almost a gale from
the North canting westward Ship steering E. S. E.
the water is darker than it was, Second and latter
parts a gale of ^{wind} from W. N. W. Ship running under
two single reefed Topsails & Main-Topgallant sail
Distance run 180 Miles — Obs Latitude $42^{\circ}00'$
Longitude $21^{\circ}05'$

Friday Feb 26th 1875
Contd with a Gale of wind from W. N. W. Ship steering
S. E. by E under single reefed Topsails & Main-Topgallant
two vessels in sight steering with us. The water
is very green, I think we could get soundings,
Second and latter part much as the first one
vessel steering with us. Obs Latitude $41^{\circ}50'$
the last 12 hours steered E. S. E. Longitude $25^{\circ}10'$
Distance run 190 Miles —

Saturday Feb 27th 1875
Contd with a Gale of wind from N. W. W. Moderating
Ship steering S. E. by E in company with the above
mentioned vessel, Second and latter parts
more wind, Distance run 180 Miles, Obs Latitude 41°
same vessel in company Longitude $29^{\circ}16'$

Sunday Feb 28th 1875
Contd with a Gale from W. N. W. Ship running
under all sail to S. E. by E same vessel in
sight, Second part wind hauled to S West, latter
part wind South Ship close hauled to Eastward
Distance run 160 Miles, Course true E. by E
Obs Latitude $41^{\circ}13'$
Longitude $32^{\circ}23'$

Bound to "New Zealand," South Pacific Ocean,
Monday March 1st 1875

Com^d with a strong wind from South dark cloudy
with some spits of rain Ship close hauled to E, S, E wind
increasing shortened sail down to double reefed Topsails
fibo & courses, second part blowing fresh latter part set
whole Topsails Ship heading S, E, by E Obs Latitude $40^{\circ}42'$
Distance run 130 Miles, Course True E by N 34° N Longitude $35^{\circ}08'$

Tuesday March 2^d 1875

Com^d with a strong whole Topsoil breeze, wind South
to S, S, E rather hard wind for us. hope it will soon
go back to the Westward, we have a long road to travel,
second part very flowy, latter part quite Moderate
Distance run 110 Miles Course True N, E, by N Obs Lat^d $39^{\circ}20'$
Longitude $28^{\circ}40'$

Wednesday March 3^d 1875

Com^d with a very unsteady wind from S, E, by E dead
a-head for us I suppose tomorrow we shall have a
calm. second and latter parts quite Moderate
wind the same ends with cloudy weather, no obs
Estimated Latitude $39^{\circ}53'$
do Longitude $38^{\circ}40'$

Thursday March 4th 1875

Com^d with a fresh breeze from S, S, E tacked to
the S West I am greatly disappointed in having the
wind from this quarter, second & latter parts Moderate
wind sailing Eastward Obs Latitude $38^{\circ}59'$
Employed in setting up Oil Shooks Longitude $39^{\circ}43'$

Friday March 5th 1875

Com^d with a Moderate wind from S, East Ship close
hauled to the S, S, W wind hauling Eastward, saw
a Bark to the S, W, steering with us, fine weather,
5 P M wind hauled to E, N, E kept the Ship, S, E, by S
latter part fine, pleasant weather, two Bussells in
sight steering with us, the last five hours we
steered S, E, by E wind sailing Northward,
Obs Latitude $40^{\circ}02'$
Longitude $41^{\circ}02'$

Remarks On Bt. Napoleon of New Bedford

Saturday March 6th 1875

Contd with a fresh wind from N.N.E fine pleasant weather Ship steering S.E. by E Standing sails set, abow and aloft, Midnight came on a gale of wind from the North shortened sail down to close reefed Topsails ends with a heavy gale Ship running to the E.S.E. it being thick & raining we got no obs.

Estimated Lat $40^{\circ}25''$

Longitude $44^{\circ}40''$

Sunday March 7th 1875

Contd with a heavy gale 3 P.M. rolled the Starboard Boat under lost her with the oars and Craft and the Head of the forward David, (to Back) was obliged to buff the Ship to the wind heading N.N.E wind N.West. Midnight Moderate by A.M. set suitable sail and steered E.S.E. soon commenced to breeze up from the North ends with a gale shortened sail down to close reefed Topsails & Faresail,

Obs Latitude $40^{\circ}20''$

Longitude $44^{\circ}5''$

Monday March 8th 1875

Contd with a Gale from N.N.W took in all sail but a close reefed Main - Topsail, run of to the S.East soon came in heavy squalls of wind & rain 4 P.M. set a close reefed Main - ^{base} Topsail a big squally dark rainy night, latter part not quite as rainy but heavy squalls of wind Obs Latitude $40^{\circ}07''$ Distance run 186 Miles.

Longitude $51^{\circ}04''$

Tuesday March 9th 1875

Contd with a Gale of wind from West, commenced to Moderate set the Main - Top gallant sail over a single reefed Main - Topsail I am in hopes to have some better weather, second part more Moderate the last six hours good weather set the Standing sails, employed in refitting the Boat gear Obs Latitude $40^{\circ}00''$

Longitude $54^{\circ}30''$

Towards the South Pacific Ocean.

Wednesday March 10th 1875

Com^d with a fresh wind from West & a good clear weather, Ship under all sail, to the S. East I am glad to have good weather once more, second part wind to the N. West moderating, ends with a calm Employed fitting David to Starboard Boat

Obs Latitude $40^{\circ} 20'$ Longitude $56^{\circ} 04'$ Thursday March 11th 1875

Com^d with a dead calm I think we are having a long passage we have repaired the damaged dune to the Davids & beares crains &c, also put out the Boat we took in a few days since, at 6 P.M. took a fine breeze from the Northward, steered S. E. frequent showers of rain the last four good weather Lat $39^{\circ} 58'$

Longitude $59^{\circ} 25'$ Friday March 12th 1875

Com^d with a fresh wind from N. N. E. fine weather Ship steering S. E. by E under all sail I think the prospect good for us to have good weather all the first part of this Moon. This going down through the Indian Ocean is a long rough, but I think by the 20th of April we will pass ~~between~~ Can-Dieman Land, second & latter parts much as the first. Obs Latitude $40^{\circ} 31'$

Longitude $63^{\circ} 33'$ Saturday March 13th 1875

Com^d with a fresh wind from the Northward heavy weather Ship steering S. E. by E, wind increasing hauled the light sails, through the night very squally with rain latter parts very unpleasant No Obs

Estimated Latitude $40^{\circ} 20'$ do Longitude $69^{\circ} 10'$ Sunday March 14th 1875

Com^d with a strong wind from the North, thick & rainy wind decreasing set all sail steering S. E. at 5 P.M. came in clear weather wind hauled to West saw the Sun, second and latter parts a fine breeze with good weather

Obs Latitude $40^{\circ} 24'$ Longitude $71^{\circ} 00'$

Remarks On Bark Napoleon of N Bedford

Monday March 15th 1895

Com^d with a brisk wind from W. N. W good weather
Ship under all sail studding sails set, course East,
second & latter parts wind Moderate from N. N. W
Employed in repairing the Foresail Obs Latitude $39^{\circ}33'$

Longitude $73^{\circ}32'$

Tuesday March 15th 1895

Com^d with a Moderate wind from the North fine pleasant
weather Ship steering East under all sail finished
repairing the Foresail and bent it, I am now bound
to Amsterdam Island to get some fresh Fish, second &
latter parts much as the first Obs Latitude $38^{\circ}40'$
down two sail,

Longitude $75^{\circ}35'$

Wednesday March 17th 1895

Com^d with a Moderate wind from the Northward good
weather Ship steering E. by N under all sail, at daylight
saw the Island of Amsterdam bearing E. by N distance
about 35 Miles, at 10 A.M. sent in two Boats fishing
200 fathoms to the North side of the Island Lat $39^{\circ}50'$

Thursday March 18th 1895

Long - $77^{\circ}50'$

Com^d with a Moderate wind from N. W. fine weather
saw six vessels all steering to the Eastward, at
5 P.M. the Boats returned to the Ship with about
15 Barrels of nice Fish, saw several men on
this Island they had a flag set, they waved us to leave
the Island we did so after getting all the fish we wanted
at 7 P.M. kept the Ship E. East, second and latter
parts much as the first, the last few hours more wind.

Obs Latitude $39^{\circ}58'$

Longitude $80^{\circ}00'$

Friday March 19th 1895

Com^d with a Moderate wind from W. by N good weather
Ship steering E. S. E. Employed in salting fish we
are short of salt, at 9 P.M. took a strong wind
from South shortened sail down to double
reefed Topsails daylight came in moderate
ends with a calm,

Obs Latitude $39^{\circ}54'$

Longitude $81^{\circ}20'$

Toward the South Pacific Ocean,

Saturday March 20th 1875

Cont. with a calm, at 3 P.M. took a fresh wind from West, clear weather, steering S.E. & saw a vessel to the N.W. of us steering with us, finished reeking our Fish Salted $9\frac{1}{2}$ Barrels, I hope they will keep second part a gale of wind shortened sail down to two don't reefed Topsails, & A.M. more moderate running under single reefed Topsails, a big heavy sea on, Distance run 108 miles, Obs. Latitude $39^{\circ}46'$ Longitude $85^{\circ}40'$

Sunday March 21st 1875

Cont. with a fl. gale from W.S.W. clear weather ship running under whole Topsails, and Topgallant sails steering S.E. & E. a heavy sea on, I am in hope the wind will hold from this quarter as I think we will then have a good run down to the Pacific Ocean second and latter parts more moderate set the studding sails Distance run 175 miles, Obs. Lat $40^{\circ}02'$ Longitude $88^{\circ}15'$

Monday March 22nd 1875

Cont. with a strong wind from N.W., wind increasing ship steering E.S.E. second and latter parts more moderate Distance run 195 miles, Obs. Lat $40^{\circ}02'$ Longitude $92^{\circ}09'$

Tuesday March 23rd 1875

Cont. with a brisk wind from W.N.W. good weather ship steering S.E. & East under all sail studding sails set a heavy swell on, second part big squally weather with rain latter part a clear gale Obs. Lat $40^{\circ}40'$ East Longitude $95^{\circ}23'$

Wednesday March 24th 1875

Cont. with a gale from West clear weather, ship steering S.E. & E. going quick Drain Topgallant sail set, we are making Easting fast, I shall be big glad when we arrive down to the Pacific, second part rainy with squalls of wind daylight came in clear, the wind veers from W. to N.W. Obs. Latitude $40^{\circ}37'$ Longitude $98^{\circ}40'$

Remarks On Bark "Napoleon" of New Bedford

Thursday March 25th 1875

Came with a brisk wind from W.S.W good weather. Ship steering S, East set the standing sails at 1 P.M. wind hauled to S.West, second part almost a gale of wind shortened sail down to double reefed Topsails. latter part more moderate set all sail wind coming Westward. Obs Lat $41^{\circ}00'$

Longitude $102^{\circ}00'$ East

Friday March 26th 1875

Came with a strong wind from West clear weather. Ship under all sail steering S.E. S. E second & latter part much as the first shortened sail down to double reefed Topsails - Obs Latitude $41^{\circ}33'$

Longitude $106^{\circ}00'$

Saturday March 27th 1875

Came with a gale from West hauling Southward. Ship under double reefed Topsails steering S.E. clear weather second and latter set all sail steered S.E. S. E Obs Latitude $42^{\circ}02'$
Distance run 188 Miles - Longitude $109^{\circ}40'$

Sunday March 28th 1875

Came with a strong wind from West S.W. a heavy swell on Ship steering S, East under all sail. Second part wind hauled to N.West, latter part much as the first

Obs Latitude $42^{\circ}40'$

Longitude $113^{\circ}34'$

Monday March 29th 1875

Came with a strong wind from N.West frequent squalls of wind & rain shortened sail down to single reefed Topsails, second & latter part much as the first

Obs Lat $42^{\circ}41'$

Longitude $116^{\circ}06'$

Tuesday March 30th 1875

Came with a gale from N.West heavy squalls. Ship steering S, East second part much rain latter part moderate with fine rain wind carrying from West to North. Obs Latitude $43^{\circ}19'$

East Longitude $121^{\circ}11'$

95
Towards the South Pacific Ocean.

Wednesday March 31st 1875

This 24 hours Com^d, with a Moderate wind from North came in fine clear weather. Ship steering E by S under all sail, a heavy swell from Westward our bell leaks about eight hundred strokes (strikes) in 24 hours and does not increase any. I do not think she leaks as much in rough weather as she did two months since. Second part a Gale of wind the last hour a Whole Topsail below clouds with some fog.

Obs Latitude $43^{\circ} 41'$

Longitude $125^{\circ} 10'$

Thursday April 1st 1875

Com^d, with a strong wind from N, E, by N thick fog - double reefed the Fore Topsail, nasty weather. Second part heavy squalls, for a short time almost calm latter part a gale. Obs Latitude $43^{\circ} 54'$

Longitude $129^{\circ} 25'$

Friday April 2^d 1875

Com^d, with a Gale of wind from N, West heavy squalls of wind & rain a big bad sea on Ship, running under double reefed Topsails & Foresail. I shall be glad when I get to the end of this rough, at 11 P.M. blowing grain guns shortened sail down to a close reefed main-Topsail and luffed the ship to the wind heading North heavy squalls of wind & rain at 6 1/2 A.M. set a close reefed ^{Fore} Main-Topsail and kept the ship to the Eastward this A.M. turned up the three Larboard Boats for fear of losing them a big bad sea on

Obs Latitude $43^{\circ} 48'$

Longitude $130^{\circ} 34'$

Saturday April 3^d 1875

Com^d, with a Gale of wind from W, S, W frequent heavy squalls of wind & rain Ship steering E, by S under two close reefed Topsails, this P.M. hove new Whal Ropes, got out some sugar, at 6 P.M. steered S, East commenced to Moderate Midnight Moderate commenced to Make sail the last five hours good weather sent down the fore Topsail & commenced to repair it ends with a cloudy weather. No

Obs Estimated Lat $44^{\circ} 20'$

Remarks On Board, "Napoleon" of N. Bedford.

Sunday April 4th 1875
The 24 hours Cont. with a brisk wind from W. N. W.
finished repairing the Fore-Topsail and bent it
Ship steering E. by S. we have had a stormy passage
through the Indian Ocean, I am very glad I left the
Atlantic Ocean, second and latter parts good weather
for this latitudes set the studding sails Obs Lat $44^{\circ}38'$
Longitude $133^{\circ}30'$

Monday April 5th 1875
Cont. with a fresh wind from Northward good weather
Ship steering E. S. E. under all sail, second & latter
parts much as the first much as the first
Obs Latitude $45^{\circ}10'$
Longitude $140^{\circ}28'$

Tuesday April 6th 1875
Cont. with a brisk wind from the North we
have at the smoothest water since coming
into the Indian Ocean, I am quite rested,
second part good weather Obs Latitude $45^{\circ}13'$
Longitude $144^{\circ}20'$

Wednesday April 7th 1875
Cont. with a brisk wind from N. W. by N good weather
Ship under all sail steering N. E. by E, I judge the
S. West Cape of Van-Diemen Land to be by Compass
at 3 P. M. N. N. E. distance 110 miles I expect to
sight the Land tomorrow, through the night Moderate
daylight saw the Land bearing by Compass from N. by W
to N. E. by N. 10 A. M. came in calm at this time
saw a school of sperm Whales lowered the Boats
for them Land distant about 30 miles Obs Lat $44^{\circ}15'$
Saw 3 sperm Whales Longitude $146^{\circ}30'$

Thursday April 8th 1875
Cont. with a dead calm at 2 P. M. took a breeze
of wind from E. N. E. at 2 1/2 P. M. the Boats returned
to the mines of a Whale 3 P. M. wore Ship and headed
S. S. E. under double reefed Topsails, second and
latter part a gale of wind from N. N. E. Ship
East. Obs Latitude $45^{\circ}00'$
Longitude $147^{\circ}45'$

Toward Port Russell, Bay of Islands, New Zealand

Friday April 9th 1875

This 24 hours Contd with a Gale of wind from N.N.E clear weather Ship heading East
I suppose we are now in the South Pacific Ocean
The Bk Napoleon has made the passage from the Land
Cape of Good Hope to the Longitude of Van Diemen
in 41 days I am in hopes to arrive at the Bay of Islands
by the 22nd of this month. I am willing to stop in
this Ocean three years for 1500 Barrels of sperm Oil.
we have seen sperm Whales seven times since -
leaving New Bedford and only taken three Whales
Second part blowing heavy the Napoleon is a good Ship
by the wind in a Gale, latter part thick No Ob.
Estimated Latitude $45^{\circ}50'$

Longitude $149^{\circ}30'$

Saturday April 10th 1875

Contd with a strong wind from N.N.E thick
& rainy I am in hopes the wind will haul to the
Westward this has been a long Rugged Cruise
second & latter parts moderate with thick fog No Ob.
Estimated Latitude $46^{\circ}20'$

Longitude $151^{\circ}40'$

Sunday April 11th 1875

Contd with a light wind from N.E. a thick fog
Ship on a wind to the S.E. sunset most calm.
A rainiest most all night, latter part a thick
No Ob.

Estimated Latitude $46^{\circ}50'$

Longitude $153^{\circ}00'$

Monday April 12th 1875

Contd with a fresh wind from North hauling
Westward a thick fog with fine rain Ship heading
N.E. & N.E. by N. I am in hopes we shall
now go on our way rejoicing. second & latter
parts a strong wind clear weather.

Ob. Latitude $45^{\circ}59'$

Longitude $152^{\circ}45'$

Remarks On Bark Napoleon,

Tuesday April 13th 1875

Cont. with a Gale of wind from N N W
at 2 P M buffed the ship to the wind heading
N E under a close reefed Main-Topsail
I declare we are having a rough passage, up to
midnight a heavy gale 2 A M commenced to moderate
at 4 o'clock steered N E, set some sail, ends with
a whole sail breeze clear weather. Obs Latitude $44^{\circ}38'$
Longitude $153^{\circ}40'$

Wednesday April 14th 1875

Cont. with a fresh wind from S W to West, clear
weather, ship steering North under all sail
the prospect now looks a little better to get into
port, second and latter part wind very light &
very small. Obs Latitude $43^{\circ}10'$
Longitude $154^{\circ}20'$

Thursday August 15th 1875

Cont. with a light baffling wind, clear weather,
sunset saw Blackfish Lowered two Boats, the
Bow Boat took one second and latter parts a
strong wind from North ship on a wind to
the E N E. Obs Latitude $42^{\circ}49'$
Longitude $156^{\circ}32'$

Friday April 16th 1875

Cont. with a strong double reefed Topsail breeze
from N E W clear weather ship close hauled to
the N E by E second part a gale of wind, the last
five hours more moderate wind hauled to N S W came
in clear set snibble sail. Obs Latitude $42^{\circ}43'$
a very heavy head sea. Longitude $158^{\circ}09'$

Saturday April 17th 1875

Cont. with a strong wind from N S W clear
weather ship steering North, at under double
reefed Topsails, sunset more moderate set
sail. second and latter parts good weather
Employed in repairing the jib &c
Obs Latitude $40^{\circ}20'$
Longitude $160^{\circ}00'$

In The South Pacific Ocean,

Sunday April 18th 1875

Com^d with a strong wind from S.S.W good weather Ship steering N.E. by N under all sail Studing sails set, second part much as the first latter part almost a gale, Obs Lat^t 38° 00' Longitude 162° 50'

Monday April 19th 1875

Com^d with a strong wind from S.E. by S heavy looking weather, Ship steering N.East under double reefed Topsails, second & latter parts almost a gale of wind, Obs Latitude 35° 20' saw a small starling Westward Longitude 165° 00'

Tuesday April 20th

Com^d with a strong wind Ship under small sail heading N.E. by N at 2 P.M. saw several sperm whales lowered the Boats without success, by sunset, second & latter parts more moderate Obs Latitude 35° 09' Longitude 167° 15'

Wednesday April 21st 1875

Com^d with a fresh wind from E.S.E good weather Ship on a wind to N.E. by N, saw a Bark steering to the South & West, second, and latter parts wind E.N.E quite warm weather, Obs Latitude 33° 30' Longitude 168° 30'

Thursday April 22nd 1875

Com^d with a fresh wind from E.N.E good weather, Ship close hauled to the North, Employed in repairing sails, second part Moderate, daylight wore Ship, and headed S.East, latter part squally Obs Latitude 32° 44' Longitude 168° 43'

Friday April 23rd 1875

Com^d with a fresh wind from E.N.E Ship on a wind to the S.East, weather warm, second and latter parts much as the first Obs Latitude 34° 00' saw a Bark on the Northern tack, Longitude 168° 48'

Remarks On Board Napoleon of N Bedford
Saturday April 24th 1875
Cont. with a Moderate wind from East, good
weather, Ship close hauled to the S. E. we are
having a very long passage I am greatly disappointed
in having the wind from this quarter, Second and
latter part wind very light, Obs Latitude $33^{\circ}40'$
Sunset tacked to N East, Longitude $169^{\circ}05'$

Sunday April 25th 1875
Cont. with a light baffling wind Ship ^{on} off set
tacks, several times, Second & latter parts calm.
No Ob Estimated Latitude $33^{\circ}45'$
do Longitude $169^{\circ}40'$

Monday April 26th 1875
Cont. with a light air from N. N. W. hauling.
Northward, kept the Ship E. N. E. set the Studding sails
soon commenced to breeze up, hauled in
the Studding sails & hauled ⁱⁿ the light sails.
Second & latter parts Moderate Saw a sail
to the West of us on a wind with us Obs Latitude $34^{\circ}00'$
Longitude $171^{\circ}30'$

Tuesday April 27th 1875
Cont. with a Moderate wind from N. N. E. fine
pleasant weather, Ship under all sail to H. E. S. D
at 4 P. M. I judge the Three Kings (Islands) to bear by
Compass E. S. E. distance say 35 Miles, same vessel in
light, Second part most calm. Daylight took a
light breeze from E. N. E. Ship heading S. E. saw the
Three Kings, by bearing by Compass N. E. by E. distance
say 10 Miles, saw two vessels, Obs Latitude $34^{\circ}31'$
Longitude $172^{\circ}22'$

Wednesday April 28th 1875
Cont. with a Moderate wind from North, Ship
heading in shore for the Island of New Zealand
Sunset Cape Van-Dieman, bore by Compass N. by E
distance about 12 Miles, Second & latter parts much as
the first saw two vessels working up to the
Eastward I find a very strong current setting to
the Southward, Obs Latitude $34^{\circ}28'$
about 10 Miles from Land Long. $172^{\circ}26'$

Bound to the Bay of Islands ⁱⁿ New Zealand

Thursday April 29th 1875

Cont. with a light wind from the Northward fine weather trying to work the ship to the Eastward against a strong current, second & latter parts much as the first, slow progress. Obs Latitude $34^{\circ}02'$ Longitude $172^{\circ}36'$

Friday April 30th 1875

Cont. with a light variable wind from N. to N.E. Saw a Merchant Ship heading in to the E.S.E. I am in hopes to get a slant of fair wind soon. Second part a dead calm. the last 8 hours a light breeze from S.S.E. Saw a sail to the N. East of us the North end of (New Zealand) ^{2^d} in sight bearing of compass S.E. Distance 35 Miles. Obs Latitude $33^{\circ}44'$ Longitude $172^{\circ}50'$

Saturday April May 1st 1875

Cont. with a Moderate wind from S.S.W. fine pleasant weather this P.M. Took three Black Jack, ~~ship~~ on a wind to S. East. second & latter parts a strong wind ship on the N. East side of the Island working up to the Bay of Islands. Obs Latitude $34^{\circ}44'$ Longitude $174^{\circ}22'$ Saw two Barkes steering N.W.

Sunday May 2^d 1875

Cont. with a strong wind from S.S.W. Second part moderate, latter part a big strong whole Topsail breeze working the ship up the Bay 12 M. — anchored at Port Russell, several vessels at anchor

Up to the 18th of May layd at anchor while at this Port had size of our crew to desert 4 Mates and two Boatsteers, we shipped a Mr Thomas Mac Pherson, for Second Mate, so we now have a crew of 30 all told. so now I will commence to write up the journal.

Remarks On Board Bt Napoleon

Wednesday May 19th 1895

Cont. with a light wind from S. West good weather, raised the anchor and steered out of the Bay at sunset Cape Britt bore by Compass E. S. E. distance 24 miles from which I take my departure, steering N. East by Compass, second and latter part a fresh wind from the West,

Obs Latitude $33^{\circ} 56'$

Longitude $176^{\circ} 23'$ East

Thursday May 20th 1895

Cont. with a fresh wind from N. E. W. Squally rain ship steering N. E. by E employed in various jobs, second & latter parts by squally with much rain ship under double reefed Topsails

Obs Latitude $32^{\circ} 55'$

Longitude $179^{\circ} 30'$ West

Thursday May 20th 1895 West Long

Cont. with a gale of wind from S. S. W. by squally ship running under a close reefed main Topsail double reefed Fore-Topsail, and Foresail, second part diminished to moderate latter part a whole sail breeze good weather

Obs Latitude $32^{\circ} 38'$

Longitude $176^{\circ} 40'$ W

Friday May 21st 1895

Cont. with a fresh wind from S. S. W. good weather, ship under all sail steering E. by N second and latter parts wind quite moderate

Obs Latitude $32^{\circ} 51'$

West Longitude $173^{\circ} 34'$

Saturday May 22^d 1895

Cont. with a moderate wind from the South good weather, ship steering E. by N second and latter parts wind by light

Obs Latitude $32^{\circ} 40'$

Longitude $172^{\circ} 28'$

Round over to the off shore ground Whaling - ^{ground.}

Sunday May 23rd 1875

Cont^d with a dead calm, second and latter parts @ light baffling wind Obs Latitude $32^{\circ}56'$
Longitude $191^{\circ}41'$ W

Monday May 24th 1875

Cont^d with a light wind from N.W. West fine pleasant weather, ship steering E. by S, this are very bad times, I hope we may be prospered at the end of this cruise, second and latter parts @ strong wind from North, Obs Latitude $33^{\circ}00'$
Estimated Longitude

Tuesday May 25th 1875

Cont^d with a strong double reefed Topsails breeze from the North, cloudy, heavy looking weather, ship steering East, second and latter part heavy squalls of wind & rain no Obs -
Estimated Latitude
do Longitude

Wednesday May 26th 1875

Cont^d with a gale of wind from N.N.W. much rain ship steering E. by S under two close reefed Topsails second and latter parts ship lying too under small no Obs

Thursday May 27th 1875

Cont^d with a Gale of wind had one very heavy squall of wind & rain split the Fore Topmast - Staysail, sent it in, second part commenced to moderate, latter part moderate, @ heavy swell on Obs Latitude $36^{\circ}34'$
Longitude $162^{\circ}30'$

Friday May 28th 1875

Cont^d with a Moderate wind from E. N. E. @ very heavy swell on, ship close hauled to the Northward, second part commenced to breeze up latter parts @ gale of wind from N.W. West Obs Latitude $36^{\circ}45'$
Longitude $160^{\circ}28'$

Remarks on Bark "Napoleon" of New Bedford

Saturday May 29th 1875

Cont. with a Gale of wind from N West
heavy squalls of wind & rain Ship steering E. by N
under two close reefed Topsails & Fore sail,
a heavy Bad sea on second part. More Moderate
latter part set all sail. Obs Latitude $35^{\circ}14'$
Longitude $158^{\circ}20'$

Sunday May 30th 1875

Cont. with a strong wind from N West heavy
weather, Ship steering E. by N. E. Employed in repairing
a Fore-Topsail stay sail, second part Moderate, latter
part most calm & heavy swell on. Obs Latitude $35^{\circ}48'$
Longitude $156^{\circ}58'$

Monday May 31st 1875

Cont. with a light breeze from Westward a heavy
swell, second & latter parts much. Obs Latitude $35^{\circ}50'$
Longitude $155^{\circ}51'$

Tuesday May June 1st 1875

Cont. with a light wind from W. S. W. fine
pleasant weather, Ship heading Eastward second
and latter parts calm. Obs Latitude $35^{\circ}50'$
Longitude $155^{\circ}00'$

Wednesday June 2^d 1875

Cont. with a light wind from N East, Ship on
a wind to E. S. E. second & latter parts a brisk
wind, Employed in various jobs. Latitude $35^{\circ}58'$
Estimated Longitude

Thursday June 3^d 1875

Cont. with a whole Topsail breeze from N East
cloudy weather, Ship close hauled the E. S. E.
second & latter parts thick & rainy nob

Friday June 4th 1895

Cont. with a strong double reefed breeze from N.N.E. dark & rainy ship under double reefed Topsails heading East, second & latter part more moderate thick rainy weather
No Obs.

Saturday June 5th 1895

Cont. with a fresh wind from North, thick rainy weather, ship steering E. by N. & N. set the Main Top Gallantsail second & latter part a whole sail breeze wind at N. West Obs Lat $39^{\circ}51'$
West Longitude $147^{\circ}00''$

Sunday June 6th 1895

Cont. with a brisk wind from W.N.W. good clear weather, ship steering N.E. by E second and latter part much as the first —
Obs Latitude $36^{\circ}25'$
Longitude $143^{\circ}33''$

Monday June 7th 1895

Cont. with a moderate wind from West fine pleasant weather ship steering N. East second & latter part a strong wind wind N. West
Obs Latitude $36^{\circ}15''$
Longitude $141^{\circ}16''$

Tuesday June 8th 1895

Cont. with a strong wind from N. West, cloudy ship steering E. N. E second part a Gale & wind ship running under two close reefed Topsails latter part much as the first much rain
No Obs Latitude
Longitude

Wednesday June 9th 1895

Cont. with a strong wind from West much rain ship steering N. East second and latter part moderate Obs Latitude $35^{\circ}33'$
Longitude $135^{\circ}10''$

Remarks on Bark "Napoleon" of New Bedford
Thursday June 10th 1895
Comd. with a light breeze from N. West
fouly, second and latter parts a smart
breeze with some rain No Ob.

Friday June 11th 1895
Comd. with a brisk wind from N. West, rainy
Ship steering E. N. E. Sunset More moderate
wind hauled to S. West, latter part wind
S. S. E. good weather Obs Latitude $34^{\circ}40'$
Longitude $131^{\circ}10'$

Saturday June 12th 1895
Comd. with a moderate wind from S. S. E. good
weather, Ship steering E. by N. This P.M. fastened to
a Fin-Back (Whale) from the Ship. Lowered a
Boat struck the Whale and took it to the Ship.
Obs Latitude $34^{\circ}04'$
Longitude $128^{\circ}51'$

Sunday June 13th 1895
Comd. with a light wind from S. S. E. good
weather, second & latter parts a brisk wind
steering East. Obs Latitude $34^{\circ}28'$
Longitude $126^{\circ}14'$

Monday June 14th 1895
Comd. with a fresh wind from S. S. W. good
weather, Ship under all sail steering E. by N.
second and latter part much as the first.
Obs Latitude $34^{\circ}24'$
Longitude $123^{\circ}01'$

Tuesday June 15th 1895
Comd. with a fresh breeze from S. S. E. cloudy
Ship steering E. N. E. second & latter parts
almost calm. Obs Latitude $34^{\circ}08'$
Longitude $122^{\circ}08'$

Bound To the Off Shore Working Ground,
 Wednesday June 16th 1895
 Cont. with a light baffling breeze, a heavy swell
 second and latter parts a brisk wind
 from the North Obs Latitude $34^{\circ}48'$
 Longitude $120^{\circ}00'$

Thursday June 17th 1895
 Cont. with a fresh whale sail breeze
 from the North light squalls of rain
 ship steering E. N. E. second and latter
 parts a strong wind Distance run 205 Miles.
 Saw a sail to the E. N. E. - Obs Latitude $33^{\circ}59'$
 Longitude $116^{\circ}15'$

Friday June 18th 1895
 Cont. with a strong wind from the North clear
 weather ship steering E. N. E. going quick, second
 and latter parts, by squally with rain. No Obs

Saturday June 19th 1895
 Cont. with a strong double reefed breeze heavy
 squalls of wind & rain ship close hauled to
 the E. N. E. second & latter part by squally
 No Obs

Sunday June 20th 1895
 Cont. with a strong wind from N. West heavy
 squalls of wind & rain, ship under small
 sail steering N. E. by E. Sunsett More -
 Moderate set the Main Top Gallant sail. Midnight
 commenced the breeze up with heavy squalls of
 wind & rain latter part much as the first
 Obs Latitude $33^{\circ}03'$
 Longitude $109^{\circ}56'$

Monday June 21st 1895
 Cont. with a strong double reefed Topsail breeze
 from the North second part blowing heavy
 ship under two close reefed Topsails, much
 rain with lightning & A. M. a heavy squall
 from S. West. Obs Latitude $32^{\circ}44'$
 Longitude of Chron. $106^{\circ}55'$

Remarks on the Voyage of New Bedford
Tuesday June 22nd 1875
Cont. with a strong wind from S. West
heavy squalls of wind & rain Ship steering
North. a heavy head sea on. Second part more
moderate set all sail. latter part more wind
cloudy wind at N West Obs Latitude 31° 10'

Longitude 105° 03'
Wednesday June 23rd 1875
Cont. with a strong whole Topsail breeze from N West
Ship close hauled to N, N, E. Second part much
the same, the last six hours a whole sail breeze
clear weather. Obs Latitude 29° 43'

Longitude 102° 58'
Thursday June 24th 1875
Cont. with a strong wind from N. N. W good weather
Ship close hauled to the N. East, & rather squally
are not fair from the S. East Trade, Second and
latter part more moderate fine pleasant
weather, Obs Latitude 28° 22'

Longitude 100° 56'
Friday June 25th 1875
Cont. with a moderate wind from the N. West,
fine pleasant weather, Ship close hauled to the N. E.
Second part wind hauling Westward latter part
wind South Ship steering North. Obs Latitude 27° 23'

Longitude 100° 24'
Saturday June 26th 1875
Cont. with a light variable breeze Ship heading Northward
at 4 P.M. took the wind from the S. East Second &
latter part a fresh breeze wind East, saw
lots of Suber Botoms, Whale, Obs Latitude 25° 13'

Longitude 100° 13'
Sunday June 27th 1875
Cont. with a fresh whole sail breeze from East
good weather Ship steering N. E. under all
sail Second and latter part a strong single
reefed Topsail breeze Obs Latitude 22° 08'

Longitude 100° 05'
Distance run 190 Miles.

My Daughter Laura is thirteen years old today

Monday June 28th 1875

Went 24 hours commenced with a strong double reefed breeze from E by S frequent squalls of wind, we are now getting to the Northward. One in hope to see sperm Whales soon. Second part very squally split the jib, latter part much as the first sent in the jib and condemned it bent a new one. Obs Latitude 19° 55' Longitude 100° 20'

Tuesday June 29th 1875

Cont with a strong wind from E. N. E frequent squalls of wind Ship close hauled to the North. Second and latter part much as the first. Obs Latitude 17° 54' Longitude 100° 42'

Wednesday June 30th 1875

Cont with a strong wind from N. E. S. E frequent squalls of wind & rain. Ship close hauled to the N. E. W. Hard South East. Tides. Second part commenced to moderate daylight set all sail and with fine pleasant weather. Obs Latitude 15° 54' Longitude 100° 00'

Thursday July 1st 1875

Cont with a brisk wind from E. N. E fine pleasant weather. Ship under all sail steering N. E. W. by the wind. Second & latter parts fine pleasant weather, wind East. Obs Latitude 13° 34' Longitude 100° 36'

Friday July 2nd 1875

Cont with a brisk wind from E. S. E fine pleasant weather. Ship steering N. E. E. Second and latter parts much as the first. Obs Latitude 11° 10' Longitude 100° 10'

Saturday July 3rd 1875

Cont with a brisk wind from East to E. S. E light squalls of rain. Ship heading North. Second and latter parts much as the first. Obs Latitude 8° 34' Longitude 100° 00'

Remarks on Bark "Napoleon" of New Bedford
Sunday July 4th 1875
Com^d with a fresh wind from E.S.E. good weather
Ship steering North by East second and latter
parts much as the first. Obs Latitude $5^{\circ}38''$
Longitude $99^{\circ}39''$

Monday July 5th 1875
Com^d with a fresh wind from S.E. fine
pleasant weather. Ship steering N.E. under all
sail. We are now on what is called the off
shore Sperm Whale ground. I am in hopes we
shall have some good luck in seeing Whales
Obs Latitude $4^{\circ}50''$
Longitude $101^{\circ}10''$

Tuesday July 6th 1875
Com^d with a brisk wind from S.E. good
weather. This night run off to the westward, second
and latter parts much as the first. Obs Latitude $4^{\circ}40''$
lots of Fin back (Whales.) Longitude $103^{\circ}35''$

Wednesday July 7th 1875
Com^d with a fine breeze from E.S.E. good weather
Ship steering N.E. under all sail. Sunsett
shortened sail for the night luffed the Ship to the
wind heading S.E. second and latter parts much as
the first. The last six hours steered N.E. saw several
fin backs. Obs Latitude $4^{\circ}56''$
Longitude $105^{\circ}00''$

Thursday July 8th 1875
Com^d with a brisk wind from E.S.E. fine
weather, cruising for Whales. Sunsett shortened sail for the
night & headed to the N.E. daylight steered off to
the N.E. Obs Latitude $4^{\circ}26''$
Longitude $105^{\circ}15''$

Friday July 9th 1875
Com^d with a moderate wind from E.S.E. fine
pleasant weather. This P.M. we saw and
lowered our boats for a school of some kind
of Whales but did not get near to them, so
could not decide. Second and latter parts a
fresh wind. run off to the Northward. Lat $3^{\circ}58''$
Longitude $105^{\circ}50''$

On the Off Shore Whaling ground,

Haw

Lat $4^{\circ}08'$

Friday Saturday July 10th 1875

Com^d with a strong wind from E, S, E good weather
Ship steering S, W. at 4th P.M. saw a large body
of sperm Whale four Points on the weather bow
at sunset worked the Ship up within about
two miles of them to call to lower the Boat
(to Boat) I am in hopes to see them tomorrow
during the night we stood on short tacks, daylight
kept the Ship to the N, N, E in hopes to come up with
the above mentioned Whales but saw nothing of
them, to Boat,

Obs Latitude $3^{\circ}48'$

Longitude $106^{\circ}07'$

Sunday July 11th 1875

Com^d with a strong wind from East, clear weather
Ship on a wind to the N, N, E sunset tacked to the
Southward this P.M. saw lots of Sulphur bottom (Whales)
second & latter parts a good working breeze, I find we
have a current setting to the westward as the Longitude show

Obs Latitude $4^{\circ}35'$

Longitude $105^{\circ}59\frac{1}{2}'$

Monday July 12th 1875

Com^d with a fresh breeze from S, E, by E, Ship, cruising
second and latter parts much as the first
I find we can work a little to the East - Obs Latitude $4^{\circ}35'$
by carrying all sail the 24 hours, Longitude $105^{\circ}42'$

Tuesday July 13th 1875, The B^t Napoleon

Com^d with a moderate wind - { Is one year from home,
from E, S, E fine pleasant weather cruising second
and latter parts fine pleasant weather, Obs Lat $3^{\circ}41'$
Longitude $105^{\circ}30'$

Wednesday July 14th 1875

Com^d with a moderate cold wind, Ship steering
off to the S West sunset wore Ship and headed
N East by the wind. second and latter parts
light wind with a little rain saw a Bark
to leeward on a wind to the Southward.
(Dull times)

Obs Latitude $2^{\circ}45'$

Longitude $105^{\circ}20'$

Remarks Com^d & Captain of New Bedford
Thursday July 15th 1875
Com^d with a Moderate wind from East to S.E.
saw a French Bark to leeward steering to
the Southward with us. No signs of Whales.
Second and latter parts a fine breeze
saw the same vessel to the S.West of us.
Obs Latitude $4^{\circ}42'$
Longitude $106^{\circ}42'$

Friday July 15th 1875
Com^d with a brisk wind from S.East
fine pleasant weather, this P.M. we spoke
the Bark "Erminio", from Vancouver Island
(Oregon) bound to Arico, Peru. Second and
latter parts much as the first. Obs Latitude $4^{\circ}55'$
Longitude $108^{\circ}29'$

Saturday July 17th 1875
Com^d with a strong wind from S.East, ship
running off to the Westward saw one Subgig bottom
(Whale) Second and latter parts very strong Drafts
Obs Latitude $4^{\circ}39'$
Longitude $110^{\circ}10'$

Sunday July 18th 1875
Com^d with a strong Draft, this P.M. spoke
the Bark Mary & Susan, of New Bedford, Handy
Master, 650 Barrels of Sperm Oil reported seeing
lots of Sperm Whales Lat $4^{\circ}50'$ Long from $108^{\circ}30'$ to
 $110^{\circ}00'$ - Second and latter parts much as the
first carrying sail hard to hold on but we
are losing ground. Lat $5^{\circ}00'$ Longitude $110^{\circ}36'$

Monday July 19th 1875
Com^d with a strong wind from S.East heavy
weather, cruising for Whales, these are very dull
times. Second and latter parts not quite as
strong wind, ends with fine weather. Saw the
above mentioned Bark Obs Latitude $4^{\circ}55'$
Longitude $110^{\circ}39'$

In the off shore Whaling ground,

Tuesday July 20th 1895

Cont. with a fresh breeze from E. S. E. fine weather, out of the Fin-backs no signs of Whales just after writing the above we saw the Bark L. E. Mary & Susan cutting a Whale, run down within about six miles of her, second and latter part much as the first. Obs Latitude $4^{\circ}36'$
Longitude $110^{\circ}41'$

Wednesday July 21st 1895

Cont. with a brisk breeze from S. East fine pleasant weather, cruising for Whales second and latter parts quite Moderate. Obs Latitude $4^{\circ}48'$
Longitude $111^{\circ}10'$

Thursday July 22nd 1895

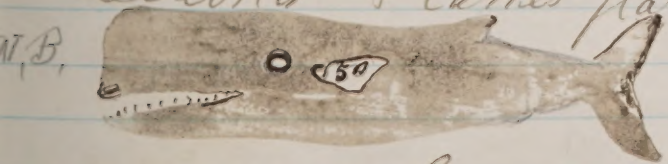
Cont. with a moderate wind from S. East + this P.M. spoke the Bark Mary & Susan, she had taken a small sperm Whale that made 18 Barrels of sperm oil. Second and latter parts much as the first. Obs Latitude $4^{\circ}53'$
Longitude $111^{\circ}8'$

Friday July 23rd 1895

Cont. with a fine breeze from East pleasant weather, cruising these are dull times, but I must remember that there is always some dull times on one of these Voyages, second and latter parts much as the first. Obs Latitude $4^{\circ}05'$
Longitude $111^{\circ}26'$

Saturday July 24th Cont. with a

Moderate wind from S. E. good weather second & latter parts a fresh wind cruising. Latitude $4^{\circ}44'$
Longitude $113^{\circ}00'$



Sunday July 25th 1895

Cont. with a fresh wind from S. East ship steering off to W. S. W. this P.M. saw a large school of Sperm Whales took one to the waste boat, at 5 P.M. took it to the ship and lay by for the night, at daylight commenced to cut in the Whale finish at 11 $\frac{1}{2}$ A.M. Obs Latitude $4^{\circ}38'$
Longitude $113^{\circ}25'$

Remarks On Board, Napoleon of New Bedford
Monday July 26th 1875

Cont^d with a fresh wind from S, E, & good weather, Employed in clearing away the sthale that took in the junk and ran at one house, commenced to Boil second and latter parts a strong whole Topsail breeze, Obs Latitude 5° 35' Longitude 114° 03'

Tuesday July 27th 1875

Cont^d with a strong whole Topsail breeze squalls of wind & rain Employed in Boiling second and latter parts much as the first finished Boiling turned about fifty Barrels of Oil, Saw a Merchant Bark steering to the Southward, Obs Latitude 4° 31' Longitude 113° 46'

Wednesday July 28th 1875

Cont^d with a strong wind from E, S, E clear weather, I find we have a strong current setting to the West, second and latter parts much as the first, Obs Latitude 4° 22' Longitude 113° 39'

Thursday July 29th 1875

Cont^d with a fresh wind from E, S, E good weather, carrying sail hard in order to hold on Longitude run down about 50 Bbls of Sperm Oil, Lat 4° 48' Longitude 113° 31'

Friday July 30th 1875

Cont^d with a fresh wind from E, S, E heavy hard holding the ship up to the Eastward, second and latter parts much as the first, Lat 4° 16' Longitude 113° 05'

Saturday July 31st 1875

Cont^d with a fresh wind from E, S, E good weather second and latter parts much as the first, Obs Latitude 4° 34' Longitude 113° 19'

Sunday July

75

Cruising on the off shore Whaling ground.

Sunday August 1st 1895

Came with a fresh wind from E, S, E. good whaling weather. Hard holding on to Eastward, second and latter part quite Moderate. Obs Latitude $4^{\circ}42''$

Longitude $113^{\circ}21''$

Monday August 2^d 1895

Came with a Moderate wind from E, S, E. Cloudy, saw a large piece of Squid. Second & latter parts quite a smooth sea. I will stand out to the Southwest and try to get out of the current. Latitude $5^{\circ}11''$

Longitude $113^{\circ}47''$

Tuesday August 3^d 1895

Came with a Moderate wind from E, S, E. Fine pleasant weather. Ship on a wind to the Northward, saw no signs of Whales. Second & latter parts much as the first, dull times. Obs Latitude $5^{\circ}20''$

Longitude $113^{\circ}40''$

Wednesday August 4th 1895

Came with a Moderate wind from E, by N, to S, E, by E. Ship on opposite tacks trying to hold our Easting. Second and latter parts more wind. Obs Latitude $5^{\circ}35''$

Longitude $113^{\circ}32''$

Thursday August 5th 1895

Came with a strong wind from E, S, E. Hard holding our Easting. These are very dull times. Second & latter parts much as the first. Obs Latitude $4^{\circ}26''$

Longitude $112^{\circ}55''$

Friday August 6th 1895

Came as above, I am getting tired of this dull times. Second and latter parts equally. Lat $4^{\circ}32''$

Longitude $112^{\circ}35''$

Saturday August 7th 1895

Came with a Moderate wind from E, by S, good weather. Saw several whales. Second and latter part much as the first. Obs Latitude $4^{\circ}50''$

Longitude $112^{\circ}19''$

Remarks on Bark Napoleon of New Bedford

Sunday August 8th 1895

Cont^d with a brisk wind from E S E light squalls of rain, second and latter part much as the first we have gained about 30 miles to the Eastward this 24 hours.

Obs Latitude $4^{\circ}51'$

Longitude $111^{\circ}30'$

Monday August 9th 1895

Cont^d with a Moderate wind from E S E good weather, second and latter part a fresh wind

Obs Latitude $4^{\circ}40'$

Longitude $110^{\circ}11'$

Tuesday August 10th 1895

Cont^d with a fresh wind from E S E this AM spoke the Ship, Viger of New Bedford, Hellet Master had taken 80 Barrels of sperm oil since leaving the Bay of Islands, also spoke and boarded the Bark Mary and Susan she had take 40 Barrels of sperm oil since we last saw her. we also saw the Bark Vigilant of New Bedford did not speak with her. Second and latter parts much as the first

Obs Latitude $4^{\circ}47'$

Longitude $111^{\circ}09'$

Wednesday August 11th 1895

Cont^d with a fresh wind from E S E good weather second and latter part much as the first

Obs Latitude $4^{\circ}38'$

Longitude $110^{\circ}53'$

Thursday August 12th 1895

Cont^d with a strong wind from E S E, no Whales every day is about the same I am tired of this kind of Whaling. second and latter parts much as the first

Obs Latitude $3^{\circ}40'$

Longitude $110^{\circ}30'$

Cruising for Sperm Whales

77.

Friday August 13th 1895-

Cont. with a fresh wind from S.E., & good weather. This is my birth day 50 years of age - I thank my God that I still live, second & latter part squally.

Obs Latitude $4^{\circ}30'3''$
Longitude $110^{\circ}40'$ West

Saturday August 14th 1895

Cont. with a fresh wind frequent squalls & wind no signs of Sperm Whales, saw a Bark to the Eastward on the North Eastern tack second & latter parts much as the first

Obs Latitude $4^{\circ}45''$
Longitude $110^{\circ}35''$

Sunday August 15th 1895

Cont. with a brisk wind from E.S.E. good weather, second & latter parts frequent showers of rain

Obs Latitude $3^{\circ}22''$
Longitude $109^{\circ}56''$

Monday August 16th 1895

Cont. with strong East wind, second & latter part very squally.

Obs Latitude $3^{\circ}15''$
Longitude $109^{\circ}42''$

Tuesday August 17th 1895

Cont. with a fresh fair wind, second & latter parts much the same, looking for Whales

Obs Latitude $4^{\circ}15''$
 $110^{\circ}20''$

Wednesday August 18th 1895

Cont. with squalls of wind, cruising for Whales second & latter parts much the same as the first.

Obs Latitude $5^{\circ}05''$
Longitude $110^{\circ}46''$

Remarks On Board Bark "Napoleon"

Thursday August 19th 1895
Cont. with a fresh wind from E. S. E. good weather
second & latter parts quite Moderate Lat $4^{\circ}40''$ S
West Longitude $110^{\circ}22''$

Friday August 20th 1895
Cont. with a Moderate wind from S. East
fine pleasant weather, second & latter parts
much as the first, saw a Bark to Leeward
heading to the Eastward called her the Vigilant
of New Bedford, all the above Longitudes
should be recorded 30 miles further to the
Westward — Obs Latitude $4^{\circ}04''$
Longitude $110^{\circ}32''$

Saturday August 22nd 1895
Cont. with a light wind from the Eastward
good weather but no Whales, This are very
bad times. This P.M. spoke & gained with
Capt. Brown of Bark Atlantic of New Bedford
The A had taken 80 Barrels of Sperm Oil
since leaving the Bay of Islands —
Obs Latitude $4^{\circ}34''$
Longitude $111^{\circ}00''$

Sunday August 23rd 1895
Cont. with a brisk wind from E. S. E. frequent
squalls of wind & fine rain, second and
latter part much as the first.
Obs Latitude $4^{\circ}32''$
Longitude $110^{\circ}24''$

Monday August 24th 1895
Cont. with a strong wind from S. East be-
squally second & latter parts by a single
reefed Topsail. Breeze — Obs Latitude $4^{\circ}28''$
Longitude $111^{\circ}09''$

Towards Honolulu, Sandwich, Is

Wednesday August 25th 1895

Came with a fresh wind from E. S. E.
Equally. Second & latter part much as the
first

Obs Latitude $5^{\circ} 16'$

Longitude $111^{\circ} 05'$

Thursday August 26th 1895

* Came with a strong wind from E. S. E.
Second part much as the first. Saw a
Bark called her the Atlantic steering off
to the Westward. I kept the "Napoleon" on
the same course, latter part a single
reefed Topsail wind.

Obs Latitude $4^{\circ} 18'$

Longitude $111^{\circ} 21'$

Friday August 27th 1895

Came with a strong single reefed Topsail
from E. S. E. This P. M. I Boarded the
Bark Atlantic of New Bedford, Capt. Brown
at six o'clock P. M. I returned to
the "Napoleon" our vessel at this time
on the Port Tack heading South, by the wind.
At 12 o'clock (Midnight) wore Ship, and
headed N. East by the wind at this minute
past Midnight our lookout reported seeing
a vessel three points off the Port Bow -
standing on the Port Tack. Mr. Perry my
Third Officer having charge of the Deck -
kept our vessel by the wind as we were
on the Starboard Tack, and supposing the
Lookout on the Bark Atlantic could
see our signal lights which were set
& brightly burning, red, and Green lights.
But the Atlantic kept her course, at this
time I was awakened from sleep by
hearing Mr. Perry hailing the Atlantic
and calling on them to keep their vessel off
or in other words to Port his helm, which
if done would, of course the Bark Atlantic
clear of the "Napoleon". I run on Deck
and saw that this must be a collision.

the 27th of August continued, yes I saw that
the Bark Atlantic was coming in to the "Napoleon"
I hailed him, then jumped down from the Main
Rail of the Ship, at this time The Bark Atlantic
Flying-Jib Boom, came through the "Napoleons"
Main course and brought up against the
after part of the "Napoleons" Mainmast carrying
away the Atlantic Jib Boom, The Atlantic
then rebounded from the "Napoleon" and fell
off from the wind, the "Napoleon" then fell
off and came in contact with the Atlantic
as my vessel was, the weather of the Atlantic
I knew it was best to take in and clew up
my head sail Fore Topsail, & Foresail, at
this time my Jib Boom was carried away
by being in contact with the Atlantic rigging,
I know if the lookout on the Bark Atlantic
had not of been asleep or ~~no lookout at~~
~~all~~ The Atlantic would not of collided with
the Bark "Napoleon", The Capt of the Atlantic
kept his Main Topsail aback, and his Fore Topsail
braced forward this kept the Atlantic Bow
off from the "Napoleons" port quarter the
two vessels parted from each other at Twenty-
Minutes of one o'clock A.M., This being
time, I led account of the sea day, when
the two vessels parted, Capt. Brown of the
Atlantic hailed my vessel and called out
for me to get my ship around on the
Port tack which I did as soon as possible
when we layed with our head sail, which
were clewed up aback, The Atlantic still
in sight & ahead of us, at this time we
commenced to clear away the damage done
by the collision, I will now state the
damage done to our vessel by the collision
that we can now see, — — —

The "Napoleon's" head gear was all carried
away except the Bow Spirt which is barely
damaged so much so that a new one will
have to take its place, Started the Cutwater,
carried away the Figure-head, Head Rails, Cathead,
with the Port anchor in fact carried
away fiftyfour feet of Main Rail with
Stanchions, Boleworks, & Damaging about every

in the Port Bow, and starting some of the 41
copper below the water's eye, it also carried
away Mast and Bow Boats with Davids &
pictures, in fact completely destroying our Stern
on half drive, we had our sails badly torn
shall be obliged to replace them with our
new sails, The collision has caused the
"Napoleon" to leak freely, some of the
cannells on port side are started out, I
think we are fortunate that The Atlantic did
not sink the "Napoleon" but I think the
Boats Broke off the Heft of the Blow, —
at six A.M. I Boarded the Bark Atlantic
and examined that vessel found her not
damaged but a big little below her —
Plank shear David & Bow on port side
all carried away with Davids & pictures, —
Jib Boom, gun Boilwork all gone with Main
Rail & several Stanchions and some other
damage, Capt Brown, with myself —
have thought it best to go direct to Honolulu
for to repair the damage done to both
vessels, Weather port quite moderate —
Oh Latt
Longitude

Saturday August 28th 1895
Cont. with a light wind from E, S, E —
Employed in making temporary repairs
done our vessel by the above mentioned
collision, Capt Brown of Bark Atlantic
came on board of the "Napoleon", stopt a few
hours, second & latter parts quite a smooth
sea, Employed in repairing, (Battening) over
some of the Plank in Port Bow stove by the
collision, — Oh Latitude 3° 23" South
West Longitude 113° 51"

Remarks On Bark "Napoleon" of New Bedford

Sunday August 29th 1895

Cont. with a brisk wind from E, S, E good weather employed in Bending new-sail in place of those damaged by the Bark-Atlantic. Employed in various other jobs, second & latter part of this day much as the first

Obs Latitude $2^{\circ} 09'$

West Longitude $115^{\circ} 24'$

Monday August 30th 1895

Cont. with a fresh wind from E, S, E fine weather, ship's course W, N, W second & latter part quite moderate. Obs Latitude $1^{\circ} 09'$

West Longitude $118^{\circ} 08'$

Tuesday August 31st 1895

Cont. with a moderate wind from E, S, E good weather, steering W, N, W The above mentioned vessel in company, second and latter parts of this day much as the first

Obs Latitude $00^{\circ} 52'$ South

Wednesday August Sept 1st 1895

Cont. as above second & latter parts much as the first

Obs Latitude $00^{\circ} 35'$ N. E.

Thursday Sept 2^d 1895

Cont. with a fresh wind from E, S, E good weather, second & latter parts much as the first, same vessel in company, Obs Lat $00^{\circ} 29'$ N

Friday Sept 3^d 1895

Cont. with a strong wind quite pleasant second & latter parts much the same.

Obs Lat $00^{\circ} 51'$ North

Saturday Sept 4th 1895

Cont. with a fresh wind from S, E, by E fine weather, steering N, W, by W second & latter parts much as the first, wind S East, Obs Latitude $2^{\circ} 19'$ N.

West Longitude $129^{\circ} 30'$

Bound To Honolulu, Sandwich Is

Sunday Sept 5th 1895

Cont. with a fresh wind from S E by S, fine pleasant weather, steering W N W under all drawing sail, Obs Latitude $5^{\circ}31' N$
West Longitude $129^{\circ}40'$

Monday Sept 6th 1895

Cont. with a moderate wind from S, S E good weather, course W N W, same vessel in company, second & latter part a fresh breeze Distance run 175 Miles Obs Latitude $5^{\circ}09' N$
West Longitude $132^{\circ}54'$

Tuesday Sept 7th 1895

Cont. with strong wind from S E by S, course steered N W by W standing sails set aloft & aloft, second & latter parts just a good whale sail breeze, The Bark ~~in~~ Atlantic in company Distance run 175 Miles (wind South)
Obs Latitude $7^{\circ}10' N$
West Longitude $134^{\circ}02'$

Wednesday Sept 8th 1895

Cont. with a fresh wind from South fine pleasant weather, steering W N W under all drawing sail, we find our vessel increasing her leak, second & latter parts moderate Obs Latitude $8^{\circ}22' N$
West Longitude $135^{\circ}00'$

Thursday Sept 9th 1895

Cont. with a moderate wind from South, fine pleasant weather same vessel in sight second & latter parts much as the first, saw a Bark heading Southward No Obs

Friday Sept 10th 1895

Cont. with light baffling winds, with frequent squalls of rain a heavy swell on second & latter parts a strong wind from S W heavy rain No Obs

Remarks On Board Bark Napoleon,
Saturday Sept 11th 1895

Cont. with a strong blowy reefed Topsail breeze
from S W much rain, same vessel in co.
second & latter parts much as the first
(no obs)

Sunday Sept 12th 1895

Cont. with a fresh wind much rain, we
are obliged to shorten sail to keep company
with the Bark Atlantic, course N W by W
second & latter parts wind very light

Obs Latitude $13^{\circ}09''$

West Longitude $139^{\circ}08''$

Monday Sept 13th 1895

Cont. with a light baffling wind from the
Northward fine pleasant weather, Capt.
Brown came on Board & staid a few
hours, second & latter parts a light Northwesterly
wind

Obs Latitude $13^{\circ}00''$

West Longitude $138^{\circ}00''$

Tuesday Sept 14th 1895

Cont. with a light breeze from Northward
good weather, second part commenced to
breeze up heavy showers of rain, latter
part strong Trades from N East, same
vessel in sight.

Obs Latitude $13^{\circ}45''$

West Longitude $140^{\circ}09''$

Wednesday Sept 15th 1895

Cont. with strong N East Trades, ship
under all sail, steering W by N by N, second
& latter parts quite moderate fine pleasant
Distance run 195 miles, Obs Latitude $15^{\circ}12''$

West Longitude $143^{\circ}04''$

Thursday Sept 16th 1895

Cont. with a fresh breeze from N East good
weather, steering W N W same vessel in co.
second & latter parts much as the first

Obs Latitude $16^{\circ}30''$

Longitude $146^{\circ}08''$

Towards Honolulu, Sandwich, Is.

Friday Sept 17th 1895

Cont. with a light wind from N East fine weather, this P.M. I Barded the Bork Atlantic stop a few hours then returned to my vessel second & latter parts much as the first —

Obs Latitude 18° 38'

Longitude 148° 06'

Saturday Sept 18th 1895

Cont. with a moderate wind from N East fine pleasant weather, steering W.N.W Bork Atlantic in company, second & latter parts much as the first. Obs Latitude 18° 53'

Longitude 150° 06'

Sunday Sept 19th 1895

Cont. with a fresh N East wind, Ship steering W. by N under all drawing sail, second & latter parts much as the first. Obs Lat 20° 00'

West Longitude 153° 05'

Monday Sept 20th 1895

Cont. with a brisk wind from N East, fine pleasant weather Ship steering W. by N. at the o'clock P.M. saw the Island of Owhyhee, Bearing by compass W.S.W distant say 85 miles, second & latter parts much as the first, running along the East side of Mowee Is. good weather,

Tuesday Sept 21st 1895

Cont. with Strong Trade wind, Ship running along the North side of Mowee Is. sunset off the West end of the Island. At 11, Nahoo Island in sight Bearing by Compass West by N shortened sail down to double reefed Topsails & run the ship untill Midnight then Lay by untill daylight daylight run down off the Harbor at 4 A.M. Took a Pilot, soon anchored in the inner Harbour of Honolulu,

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A private Journal of @ Whaling
Voyage, On Board the Brig "Tropic Bird"
of Edgartown, Jared Fenner Master
Civil Time

Monday Oct 14th 1898
The 24 Hours came with @ Moderate
wind from the Northward fine pleasant
weather at 10 A.M. the Tug Nellie
took us in Tow and Towed us
out of the Bay of Bussards. New Bedford
Middle part Light baffling wind from
South East to South at one P.M. the
Tug Left us off the Light Boat stood
over towards No Mans Land at
Sunset the South end of No Mans
Land bore by Compass N.E. & E Distance
three Miles from which I take my
my departure at this time @ fine
breeze from the S.West Brig under
all sail steering S.E. by S. now I
call on my God and Saviour, to protect
and care for us. for I believe he
does all things well. latter part wind
South Ship close hauled to the E.S.E
fine Pleasant weather preparing to whale —

Obs Latitude $40^{\circ}33'$ North
West Longitude $69^{\circ}11'$

Tuesday Oct 15th 1898

Cont. as above. Brig close hauled to the
E.S.E wind South. all hands employed in
preparing to whale. Coiling Line &c. Saw and
Spoke @ Schooner did not ascertain her name
she was bound to Philadelphia, also saw several
other vessels, latter part @ brisk wind
from S.West fine pleasant weather
Saw several sail Obs Latitude $39^{\circ}59'$
Longitude $66^{\circ}39'$

Remarks on Brig "Tropic Bird"

Wednesday Oct 16th 1878

Come with @ Moderate wind from S.S.W. fine pleasant weather second & latter parts the same. We find the Brig does not leak

Thursday Oct 17th 1878 Sea account

Come with @ Light wind from S.S.W. fine pleasant weather Ship close hauled to the S.E. second part @ brisk wind the last six hours most calm. Several sails in sight. Employed in various jobs. Latitude $39^{\circ} 24''$

Tried the pumps no leak. Longitude $65^{\circ} 03''$

Friday Oct 18th 1878

Come with @ calm Brig going around and around. Several sails in sight all trying to work to the Eastward, I think I shall like the Brig as she seems to be @ very easy besell. Middle and latter parts most @ gale of wind shortened sail down to @ Lower Fore Top sail and Fore sail. Fore Topmast and Main Stay sails ends with squalls of rain. Obs Latitude $38^{\circ} 58''$
Tried the pumps no leak. Longitude $65^{\circ} 00''$

Saturday Oct 19th 1878

Come with @ Gale of wind from S.E. by E quite @ sea on Brig heading Eastward making good weather of it, second part @ smart gale latter part more moderate set all sail two besells heading with us to the East. —
Tried the pump no leak. Obs Lat $39^{\circ} 54''$

Longitude $64^{\circ} 36''$

Sunday Oct 20th 1878

Come with @ fresh whole sail brace Brig close hauled to the Eastward. Employed in various jobs same two besells in sight. Sunset most calm wore Ship to the S.West, at 9 P.M. took a strong wind from N.N.W @ Bad Sea on kept the Brig to the S.S.E. I find she runs very well latter part heavy squalls of wind and rain set all forward sail. She runs well. Obs Lat
Longitude

Brig "Tropic Bird," Outward bound
on a Whaling Voyage to the Pacific Ocean

Monday Oct^r 21st 1878

Comd with a Gale of wind from West, heavy
squalls of wind and rain handed the
light sails, steering S E, by E to S, S, E making
very good weather for so Bad a Sea, am in hopes
soon to run out of this Bad weather, at dark
hoisted the Waste Boat down came very high
loosing her, furlled the Foresail, run under
the Lower & upper Topsails second part commenced
to Moderate Barometer during the gale was down
to 29 and 7 tenth Toally she stands at 30 and 1 tenth
ends with good weather Obs Latitude $36^{\circ}55''$
Saw one Sail to Southward Longitude $59^{\circ}8'$

Tuesday Oct^r 22^d 1878

Comd as above Brig under all sail steering
S, East, the sea has gone down much fine
pleasant weather second and latter parts
wind West Employed in various jobs —
Obs Latitude $35^{\circ}40''$
Longitude $56^{\circ}53''$

Wednesday Oct^r 23^d 1878

Comd with a brisk wind from the west
fine pleasant weather, Brig steering E, by, N so
the sails will draw, I Brig suits me as
well as I expected she would, my Officers
seem to like her very much, hope we shall
see sperm Whales soon, and get some oil,
second and latter parts much as the first
Obs Latitude $36^{\circ}19''$
Longitude $54^{\circ}20''$

Thursday Oct^r 24th 1878

Comd with a fresh wind from N, N, W good
weather, I Brig under all sail steering E, by, S,
this P. M found that our Fore Topgallant back,
— stays was partly stranded put on a preventer stay,
second and latter parts heavy squalls some rain
Obs Latitude $35^{\circ}43''$
Longitude $51^{\circ}03''$

Remarks on Brig. "Tropic Bird."

Friday Oct 25th 1878

Com^d with @ Strong wind from N. N. W.
frequent squalls of wind and rain, steering
E. S. E. under the Topsail and Foresail, Employed in
various jobs, Second and latter parts
light variable wind, Lat 35° 58"
Longitude 50° 06"

Saturday Oct 26th 1878

Com^d with @ calm dark heavy looking weather,
Barometer standing at 29^{inches} and four tenths
Second part squalls of rain, at 9 A.M.
Saw @ School of Small Sperm Whales
Lowered the Boat took @ Small Whale
to the Larboard quarter Boat, at 11 A.M.
got him along side to ends preparing to
cut the Whale very rugged, Obs Latitude 35° 46"
- Estimated Longitude 49° 40"

Sunday Oct 27th 1878

Com^d with @ Strong wind from N. N. W.
heavy Showers of rain 4 P.M. finished
cutting the above mentioned Whale —
about @ 12 or 15 Barrel Whale thankful for
this small favour, Second part much
rain latter part better weather, commenced to
Boil the above mentioned Whale, Obs Latitude 35° 43"
Longitude 48° 42"

Monday Oct 28th 1878

Com^d with @ Strong wind Brig steering
S. S. E. getting out of the rain squalls —
Second part good weather finished Boiling
turned about ten Barrels, latter part
@ good wind from N. N. W. steering
S. East, Obs Lat 34° 00"
Longitude 46° 44"

On a Whaling Voyage,

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Tuesday Oct 29th 1878

Cont. with a strong wind from NW, W
good weather, Employed in various jobs
steering S. East, under all sail, second
and latter parts much as the first —
Obs Latitude $32^{\circ} 27'$
Longitude $43^{\circ} 59'$

Wednesday Oct 30th 1878

Cont. with a strong wind with frequent
showers of rain Employed in stowing over
the Fore Hold getting out Bread &c, steering
S. East, second and latter parts wind North
the heavy swell we have been having has
left us as we that, Obs Latitude $31^{\circ} 11'$
Longitude $42^{\circ} 21'$

Thursday Oct 31st 1878

Cont. with a strong wind from N. N. E
fine pleasant weather Ship steering S. E. S. E.
under all sail, saw a full rigged Brig
steering West, second & latter part a strong
drift wind from N. N. E, Obs Lat $25^{\circ} 16'$
Longitude $35^{\circ} 40'$

Friday November 1st 1878

Cont. with a fresh drift wind, wind N. N. E
steering S. S. E going quick, — second and
latter more moderate quite a smooth sea,
Obs Latitude $26^{\circ} 40'$
Longitude $38^{\circ} 14'$

Saturday Nov 2nd 1878

Cont. with a brisk wind from N. N. E fine
pleasant weather, Ship steering S. E. S. E. under
all sail, saw a sail steering Westward,
second, and latter parts wind light saw
seal vessels ~ Obs Latitude $25^{\circ} 52'$
Longitude $37^{\circ} 42'$

Remarks on Brig T. Bird.

Sunday Nov 3rd 1898

Cont. with @ light variable breeze no
Drifts. Saw the sail. Second and latter
parts much as the first. light squalls of
wind & rain. no Obs. Estimated Latth 24.45"
do Long 38.20"

Monday Nov 4th 1898

Cont. with @ light wind from N. West
Saw @ Brig steering Northward, we steering
South S. as to get the Drift wind as soon
as possible. Second and latter parts @
fine breeze from the Westward. Latth 23.22"
Long 35.48"

Tuesday Nov 5th 1898

Cont. with @ brisk wind from W. N. W
good weather. at 3 P.M. took @ long
squall of wind and rain wind—
North. Saw one sail. Employed in
putting new Lanyards to the Port Main
Rigging. Second and latter parts wind
very light and baffling. Obs Latitude 22.52"
Longitude 35.25"

Wednesday Nov 6th 1898

Cont. with @ light wind squalls of rain
second & latter parts wind quite sticky saw
two sail. Obs Latitude 22.16"
Longitude 34.28"

Thursday Nov 7th 1898

Cont. with @ Moderate wind from S. S. E fine
pleasant weather. Ship close hauled to the
South West, & P.M. tacked to the S. East wind
S. S. W second and latter parts @ brisk wind saw
two sail. Obs Latitude 21.38"
Longitude 32.51"

Friday Nov 8th 1898

Cont. with @ brisk wind from S. S. W Brig close hauled
to S. East. Second & latter parts much as the
first. Obs Latth 20.55"
Long. 31.33"

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Outward Bound On a Whaling Voyage

Saturday Nov 9th 1878

Comm. with a fresh breeze from S.S.W. fine clear weather, Brig close hauled to the S. East second and latter parts wind light very warm, and pleasant Obs Latitude $20^{\circ}00'$
Longitude $29^{\circ}28'$

Sunday Nov 10th 1878

Comm. with a Moderate wind from South, West, fine pleasant weather, Brig close hauled to the S.S. East, Employed in various jobs, — Second part light wind from N. West soon came in a dead calm, the last six hours a light air from S. West, very pleasant, Obs Latitude $19^{\circ}45'$
Longitude $29^{\circ}05'$

Monday Nov 11th 1878

Comm. with a light wind from S.W. fine clear weather, we find the Tropic Bird, light in her Bottom, I am very anxious to get to the Southward, still it may be all right that we have these light winds, Second part wind West - latter part wind S. West Saw two herrings, at 11 A.M. Saw a Large Sperm Whale, going quick to the N. West Obs Lat $18^{\circ}40'$
(Saw Sperm Whales) Longitude $28^{\circ}30'$

Tuesday Nov 12th 1878.

Comm. with a light wind from S. West fine pleasant weather at one P.M. Lowered for the above mentioned Whale, could not come up with him while down saw another Sperm Whale coming up from the Leeward — Lowered the fourth but could not get on, at six P.M. Boats returned to the Brig Minus of the Whale. Saw two herrings heading Southward, at 8 P.M. wind W.N.W. kept the Ship S.S.W. second and latter parts much as the first Obs Latitude $19^{\circ}40'$
Saw a small School Blackfish - Longitude $28^{\circ}37'$

Remarks on Brig Tropic Bird.

Wednesday Nov 14th 1878

Comd. with a dead calm. at sunset
saw a large Breach or white Water to
the West S West of us, Midnight took a
light breeze from S S E Lay by in hopes to
see Whales, latter part a fine breeze from
S E by E, Ship close hauled to the S W by S
Obs Latitude $17^{\circ}09''$
Longitude $28^{\circ}54''$

Thursday Nov 14th 1878

Comd. with a fine breeze from S East Ship
heading S West, by S under all sail, —
second and latter parts light wind, Lat $15^{\circ}26''$
Longitude $29^{\circ}12''$

Friday Nov 15th 1878

Comd. with a light wind from S East fine warm
pleasant weather Brig close hauled to the S S W
slow progress, second and latter parts
much as the first, saw a Bark heading
to the N West, Obs Latitude $14^{\circ}23''$

Saturday Nov 16th 1878

Comd. with a light air from N East
very warm weather, at sunset a
fine breeze from N N E kept the
Brig South, second and latter parts a
brisk N East Trade wind - Obs Lat $12^{\circ}46''$
Longitude $28^{\circ}20''$

Sunday Nov 17th 1878

Comd. with a brisk N East wind fine
pleasant weather Brig steering S by E second
and latter parts much the same as the first
Latitude $10^{\circ}25''$
Longitude

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Outward Bound on a Thaling Voyage.

Monday Nov 18th 1878

Com^d with a fresh wind dark heavy looking weather with much lightning the lat & hours heavy rain squalls of wind very unpleasant
no Ob

Tuesday Nov 19th

Com^d with dark looking weather some rain saw two vessels through the night a fresh wind, latter part a heavy squall from E, S, E no Ob

Wednesday Nov 20th 1878

Com^d with a strong wind from E, S, E dark heavy looking weather, saw a large Barge steering N, West. I never have had as rough a passage to the Equator and in hopes by another week to have crossed the Line.
Second and latter parts wind very light
Ob Latitude $6^{\circ}25'$

Longitude $29^{\circ}35'$

Thursday Nov 21st 1878

Com^d with a light variable wind squalls of rain I find we have a strong current setting westward, very unpleasant, saw a large Ship to the Eastward of us second, and latter part wind to the S, S, W saw two vessels steering to the Northward.
Ob Latitude $5^{\circ}52'$

Longitude $26^{\circ}41'$

Friday Nov 22^d 1878

Com^d with a brisk wind from S, S, W dark heavy looking weather, Brig heading on the Eastern tack, a large Ship in company close to us steering with us at dark the sky was very dark through the bright forests of the rain Ob Latitude $5^{\circ}40'$
Longitude $26^{\circ}23'$

Remarks On Brig Tropic Bird

Saturday Nov 23rd 1878

Ther 24 hours Com^d with @ str light
baffling wind heavy looking clouds, at 3 P.M.
took @ light wind from South by East, -
Brig heading S.W. by W hard getting to the South,
Second and latter parts much as the
No 1st Estimated Latitude $4^{\circ} 45''$
Do Longitude $26^{\circ} 34'$

Sunday Nov 24th 1878

Com^d with @ light wind from N East, to
East @ heavy swell Much rain ' saw
two vessels one heading to the Northward -
Second and latter parts much as the
first Torants of Rain, No 1st Estimated Lat $4^{\circ} 10''$
Saw @ vessel steering N.N.W, No Long $26^{\circ} 31''$

Monday Nov 25th 1878

Com^d with @ variable wind with Much rain
Second part the same, latter part quite
Recent weather, saw @ Whaling Bark to
the N West, of us, No Latitude $3^{\circ} 55''$
Longitude $26^{\circ} 08''$

Tuesday Nov 26th 1878

Com^d with @ fresh breeze from S.S.W
with frequent squalls of wind and
rain this P.M. Spoke the Bark Mars of
and from New Bedford, with 60 Barrels
of Sperm Oil, bound on @ Whaling voyage
to the Indian Ocean, we also saw
@ large Merchant vessel on the wind to
the Eastward, fore part of the night
wind hauled in a squall to the N East @
vessels light came in sight close to us
for two hours he kept close to us we
pursued @ torch he seem to kee off from
us then, her dark with much rain
day light came in clear for the first
time for several days, never have I
experienced as bad weather in this latitude
ends with clear weather five sail in
sight - No Lat $4^{\circ} 00''$

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Outward Bound on a Whaling Voyage.

Wednesday Nov 27th 1878

Comd. with a light wind from S.E. & S good weather Brig close hauled to the S.W. & S. several vessels in company all heading with us. throughout the good weather wind at S.E. Brig heading S.W. latter part good S East Traid wind, five vessels in company all steering with us, the Mars still in sight, I find we out sail her — when we have a fresh breeze, Ob Lat $2^{\circ}54'$
Longitude $26^{\circ}12'$

Thursday Nov 28th 1878

Comd. with a brisk wind from S.E. to S.W. Brig close hauled to the South & West — I think we will now get along well, second and latter parts much as the first.
Latitude $00^{\circ}55'$
Longitude $27^{\circ}30'$

Friday Nov 29th

Comd. with a strong wind from S.E. Brig close hauled to the S.W. second part more moderate, latter much as the first headed the Fore — Toppallant sail saw a large Steamer steering S.W. & S. Ob Latitude $00^{\circ}58'$ South.

Saturday Nov 30th 1878

Comd. with a strong wind from S.E. & S good clear weather Brig close hauled to the S.W. second and latter parts headed up S by W & W. fine pleasant weather saw one ship steering S.W. Ob Lat $03^{\circ}00'$
Longitude $29^{\circ}38'$

Sunday Nov Dec 1st 1878

Comd. with a brisk Traid from E.S.E. fine pleasant weather, ship steering S.S.W. second and latter parts much as the first
Latitude $5^{\circ}44'5''$
Longitude $30^{\circ}10'$

Remarks On Brig "Tropic Bird,"

Monday Dec 2^d 1878

Comd. with a fresh breeze from E by S fine pleasant weather Brig steering S by W second and latter parts much as the first This A.M. Employed in fitting new Fore Topgallant Backstays, saw two large Ships steering to the Southward, Obs Latitude -

8° 28' Longitude 30° 34'

Tuesday Dec 3^d 1878

Comd. with a fresh wind from E by S fine pleasant weather, steering S by W second and latter quite Moderate, saw a large Ship, to leeward steering with us Employed in Painting the Starboard Boat in side under Sealing also various other jobs

Obs Latitude 10° 51'

Longitude 31° 18'

Wednesday Dec 4th 1878

Comd. with a Moderate wind at dark a fresh wind, saw large White Water several times did not make out what it was, saw a Barkentine (Bessell) steering Northward, fine pleasant weather I am feeling much better than when we had the heavy rain a few days since second part squally with quite a shower of rain, Obs Lat 13° 29'

Longitude 31° 48'

Thursday Dec 5th 1878

Comd. with a brisk wind from E by S fine pleasant weather steering S by W passed a large American Clipper Ship steering North, second part quite heavy squalls of wind and rain I think we are drawing out of the Trade

Obs Latitude 15° 44'

Longitude 32° 38'

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Eastward Bound On a Whaling Voyage

Friday Dec 6th 1878

Contd with a fresh wind from N.East, very warm
try Moderate Engaged in re-railing the
Starboard Bow Boat, I think we are losing
the Trains I am rather to fair in shore
think I will haul off a little, second &
latter parts a fresh breeze from E.N.E fine
weather saw one sail Obs Latitude 17° 55'

Longitude 33° 37'

Saturday Dec 7th 1878

Contd with a brisk wind from E.N.E fine
pleasant weather, Brig steering S.West, I am
in hopes even to have cooler weather, second
and latter parts much as the first

Obs Latitude 19° 47'

Longitude 34° 46'

Sunday Dec 8th 1878

Contd with a fresh wind from E.N.E fine
pleasant weather, Brig steering S.West
very warm, we shall soon be looking for
our stockens which I think will be welcome
second and latter parts much as the first
saw a Bark steering S.W. Obs Lat 21° 33'

Longitude 35° 57'

Monday Dec 9th 1878

Contd with a strong wind from N.E.B.N fine
clear weather, Brig steering S.West runs very
stiddy, second part a heavy swell, Brig
rolling Bad, latter part more moderate
saw a Brig heading Eastward Obs Lat 23° 00'

Longitude 38° 40'

Tuesday Dec 10th 1878

Contd with a fresh breeze from the North.
Brig steering W.S.W at two P.M. wind hauled
to S.S.W heavy weather second and
latter part a strong South wind Brig heading
S.W.W a very heavy swell from S.S.W. Saw two
Brigs steering E.N.E

Obs Latitude 24° 24'

Longitude 37° 51'

Remarks On Brig "Tropic Bird,"

Wednesday Tuesday Dec 11th 1878
Com^d with a strong wind from S S E dark
overcast weather Brig on a wind to S West,
second & latter part good weather, Employed in
various jobs setting up the Port Main Rigging.

Estimated Lat 24° 40'

Longitude 39° 10'

Thursday Dec 12th 1878

Com^d with a brisk wind from Eastward
dark overcast looking weather, Brig steering
S West saw a large Bark steering S West
& P M set in raining so continued through
the night wind hauled to South the last & had
fine pleasant weather Brig close hauled to the
W by S by E - - - Obs Latitude 26° 33'

Longitude 40° 47'

Friday Dec 13th 1878

Com^d with a fresh wind from South fine
pleasant weather Brig close hauled to the
westward Employed in various jobs, second
and latter parts quite Moderate saw a Sail
to the N East of us steering with us. Obs Lat 26° 58'

Longitude 42° 09'

Saturday Dec 14th 1878

Com^d with a light wind from E S E fine
pleasant weather Brig steering S S W Employed
in preparing for Whaling, second and latter
parts much as the first Lat 28° 02'

Longitude 42° 47'

Sunday Dec 15th 1878

Com^d with a Moderate wind from E S E fine
pleasant weather, Brig steering S S W under all
Sail Employed in various jobs put out the
Cutting Stage saw a Sail to the South West,
a steamer passed us steering S W by W, second and latter parts
much as the first ————— Obs Latitude 29° 25'

Longitude 43° 55'

On a Whaling Voyage to Pacific Ocean

101

Monday Dec 16th 1878

Thes 24 bones Com^d with a brisk breeze from the N.N.E. heavy weather. Brig steering N.S.W. through the night steered S.West, wind increasing squalls of fog small rain —

Obs Latitude $30^{\circ}44''$

Longitude $46^{\circ}04''$

Tuesday Dec 17th 1878

Com^d with a strong wind from N.N.E. heavy weather. Brig steering S.West, wind increasing second and latter parts wind S.S.W. a heavy swell from S.West. Obs Latitude $31^{\circ}55''$

Longitude: $46^{\circ}58''$

Wednesday Dec 18th 1878

Com^d with a moderate wind a very heavy swell at 30 minutes P.M. saw a large Sperm Whale going quick to the N.East soon saw the second Whale lowered two Boats chased all this P.M. saw several other Whales lowered the third Whale Boat, chased no chance to strike sunset Boats returned to the Brig pursued a Whale the Whales were working to the N.East saw a sail to leeward heading Eastward, hope our luck will change by getting a Whale tomorrow, second part most calm, at 3 A.M. took a fresh wind from N.N.W. kept the "Brig" off to the N.East as the Whales were working that way, took a half circle but saw no more of the Whales to bed. Obs Latitude

— Lat $31^{\circ}50''$

Longitude $46^{\circ}30''$

Thursday Dec 19th 1878

Com^d with a strong wind from the South Brig. on a wind to the N.S.W. a large Bark in sight to the leeward second and latter part wind from N.East and very light

Obs Latitude $32^{\circ}23''$

Longitude $48^{\circ}19''$

Remarks on Brig "Tropic Bird", of Edgartown

Friday Dec 20th 1878

Cont. with a light wind from N. East fine pleasant weather, Brig steering N. E. W. a large full Rigid Steamer passed us steering S. W. by W under all sail with Steam also, Second and latter part a strong wind until 11 A.M. the wind came in light from the westward, very hot Sun -

Obs Latitude $34^{\circ}10''$

Longitude $49^{\circ}04''$

Saturday Dec 21st 1878

Cont. with a light wind from the westward fine pleasant weather, Brig close hauled to the South, sunset a dead calm so continued through the night daylight took a brisk wind from S. S. W ends with fine clear weather

Obs Lat $35^{\circ}02''$

Longitude $49^{\circ}24''$

Sunday Dec 22^d 1878

Cont. with a strong wind from S. S. W fine clear weather, Brig close hauled to W. by S. slow getting to the South, sunset came in a dead calm, but soon brewed up a light breeze from Northward, midnight wind commenced hauling to Westward, latter part wind strong from S. West Obs Lat $35^{\circ}39''$ Sun a Bark to the North of us -

Longitude $50^{\circ}30''$

Monday Dec 23^d 1878

Cont. with a strong wind almost a gale from S. West Brig under small sail to the N. W. W. Second and latter parts a Gale of wind at 11 A.M. came into dark green water

Obs Latitude $35^{\circ}09''$

Longitude $51^{\circ}16''$

Tuesday Dec 24th 1878

Cont. with a Gale of wind from S. West clear weather Brig under small sail, to the N. W. W. Sunset commenced to Moderate latter part most calm a light breeze from North, fine weather light green water

Obs Latitude $34^{\circ}54''$

Longitude $51^{\circ}48''$

Outward Bound on a Whaling Voyage,

Wednesday Dec 25th 1898

Came with a brisk wind from N. N. E. fine pleasant weather Brig steering S. West, light green water, very light, I think the Brig must be some 20 miles to the West of the Longitude the Chronometer gives, we soon came into darker water saw two Hump-back Whales, also many Birds saw a Barge steering W. S. W. supposed her bound up the River De La Plata, second and latter parts a fresh breeze quite heavy, many Birds in sight,

Obs Latitude $36^{\circ} 45''$
Longitude $54^{\circ} 48''$

Thursday Dec 26th 1898

Came with a Moderate wind from N. West quite warm, many Birds in sight, I am very anxious to get to the South, if I can get three or four or Whales it will be a great help, to us, second part most calm dark with thunder and lightning at 8 A. M. commenced to breeze up from N. West latter part rainy. No Obs Estimated Latitude

do Longitude

Friday Dec 27th 1898, and Saturday 28th

Came with a Moderate wind with some rain wind hauled to West slow getting to the S. West second part wind at South, this A. M. headed in for the Coast at 11 A. M. close in with the Land Cape Corrientes Bering by Compass S. W. by W. distance 30 miles, we stood in within say eight miles of the Land saw the Surf on the shore this was in Latitude by Obs $39^{\circ} 40''$ Longitude was 10 fair to the East by say fifty miles, her correction should of been added instead of being subtracted, since leaving "New Bedford" no signs of Whales in shore, a sandy looking Coast, (very uneven,) sunset a dead calm at 11 P. M. came in a light breeze from N. West latter part a fresh breeze steering S. by W. saw lots of Birds. Obs Latitude $38^{\circ} 50''$
Longitude $56^{\circ} 16''$

Remarks on Brig "Tropic Bird,"

Sunday Dec 29th 1878

This day hows Com^d with a brisk wind from N. N. W. sailing westward. Smoky weather. Brig steering S. E. W. at 4 P. M. saw two or three whales going quick to South West Lowered the Boats no success this whales did not seem to be at home. I now judge Cape Corrientes to bar N. West distance 85 Miles. water light green very clear saw lots of porpoises and some Birds, at 8 P. M. wind hauled to N. West so continued untill daylight then hauled to South West, strong wind latter part Moderated. Latitude $40^{\circ}30'$
Longitude $56^{\circ}31'$

Monday Dec 30th 1878

Com^d with a Moderate wind from W. S. W. fine pleasant weather Ship heading to the Southward light green water, second part most calm the last eight hours a good breeze from Northward at 10 A. M. struck on to light green water at this time steering W. S. W. I think the 2^d Whales must be in shore of us I am bound of St. Georges Gulf, think I shall cross from there to the Straits of M. J. untill the first week in Feb. if I do not get some oil up to the last date think I shall leave the ground and go direct around Cape Horn. ends with smoky weather. Obs Latitude $41^{\circ}02'$
Longitude $58^{\circ}14'$

Tuesday Dec 31st 1878

Com^d with a strong wind from the North heavy weather dark green water Brig steering S. W. E. W. wind sailing Westward, soon hauled to S. S. W. so continued through the night second part light wind later part a Moderate breeze. Obs Latitude $41^{\circ}31'$
Longitude $37^{\circ}17'$

On @ Whaling Voyage.

105.

Wednesday, January 1st 1879

This day Comd. with a fresh wind from South fine pleasant weather. Brig on @ wind to W. Saw lots of Finbacks (Whales) water pale green, slow getting Southward, second, and latter part most @ gale of wind Brig under small sail Laying too.

Obs Latitude $41^{\circ}24'$

Longitude $59^{\circ}09'$

Thursday Jan 2^d 1879

Comd. with @ Gale of wind from the South Brig heading Westward under small sail (dy deck) making good weather, second part Moderated down to @ light breeze latter part wind S West, some fine rain no obs.

Friday Jan 3^d 1879

Comd. with @ Moderate wind from S.S.E. fine pleasant weather, Brig heading S.W. by W. no signs of Whales, second and latter parts @ light breeze I find we have @ strong current setting to the Northward, saw @ sail to the S East of us working to the Southward.

Obs Latitude $41^{\circ}23'$

Longitude $60^{\circ}08'$

Saturday Jan 4th 1879

Comd. with @ dead calm. Slow getting to the Southward, at two A.M. took @ smart breeze from W.S.W. Brig steering South. Saw two sails to the South of us steering to the South, Lat $42^{\circ}01'$ I should mention that we took six Blackfish Longitude $60^{\circ}00'$

Sunday Jan 5th 1879

Comd. with @ fresh wind from the West, clear weather. Boiling our Blackfish Blubber, finished about five Barrels of oil. second part @ brisk wind latter part almost calm. Obs Latitude $43^{\circ}15'$

Longitude $61^{\circ}25'$

Remarks On Brig Tropic Bird.

Monday January 6th 1879

Cont. with a Redd calm, the Sun is her.
hot. I never have known as Moderate & fine
to the South of the Equator Sounded got 43 fms.
Second and latter parts a moderate wind

Obs Latitude $44^{\circ} 02'$
Longitude $63^{\circ} 10'$

Tuesday Jan 7th 1879

Cont with a fresh wind from the Northward
fine pleasant weather. Brig steering S.W. by W
no Birds. no signs of Whales. Second and
latter parts much as the first. Obs Lat $45^{\circ} 39'$

Longitude $65^{\circ} 06'$

Wednesday Jan 8th 1879

Cont. with a light wind from N.W. fine clear,
pleasant, warm weather. No signs of Whales
we are now off St. Georges Gulf, second
part a fresh wind at one A.M. luffed the
Brig to the wind on Port tack, at 3¹/₂ A.M. kept
on her course again steering S.W. at six A.M.
saw the Land bearing by Compass S.W. distance
about 25 Mils (Cape Tres Puntas.) latter part
a fresh wind from N.N.W. fine pleasant weather
sun very warm. we find that the Longitude of
this Cape agrees with the Longitude given by our Chron.

Obs Latitude $47^{\circ} 14'$

Longitude $65^{\circ} 15'$

Thursday Jan 9th 1879

Cont. with a fresh wind from N.N.W. fine
pleasant weather. Steering S.S.E. along the Land
which I judge to be about 20 Mils distant at 2 P.M.
Sounded got 19th fathoms water which puts us 12 Mils from
the Land saw the Surf on the Shore. Second & latter
parts light, and strong wind mostly from the
Southward & A.M. saw Land to the S.W. of us
say about 30 Mils distant ends with rainy weather
weather No Obs.

66
64
53

Outward Bound on a Whaling Voyage,

107.

Friday Jan 10th 1879

Obs 24 hours Comd with a fresh wind from Southward with squalls of wind & rain this P.M. a large Steamer passed us steering N.W. & took her to be a Man of War, we also saw two Whaling Barks steering North, N.East, one I called the George & Susan, the other was a Double Topsail Bark supposed her to be the Josephine. These two vessels are none to be cruising off this coast, I think they could not find Whales to the Southward, therefore they would take a look to the Northward. Lay in St. Georges Gulf. I will go in by the Straits of Magellan if I find that Whales are not there I will go direct around Cape Horn. Cannot think of losing my chance of going to the Arctic if I am once into the Pacific Ocean, then I can act my pleasure either to go to the Arctic or cruise for Sperr Whales. Second part almost calm at daylight took a brisk wind from N.W. kept the ship (Brig) S.West wind soon hauled to the Southward this A.M. saw a large Steamer steering to the Northward —

Obs Latitude $48^{\circ}14'$

Longitude $64^{\circ}30'$

Saturday January 11th 1879

Comd with a light wind from Southward fine pleasant weather, water good caller for Ht Whales. Saw several Hump Back Whales. Second and latter parts a brisk wind fine weather

Obs Latitude $49^{\circ}18'$

Longitude $65^{\circ}31'$

Sunday Jan 12th 1879

Comd with a brisk wind from N.West fine pleasant weather. Brig steering S.West saw two Fin Backs (Whales) I am anxious to see white Whales soon. Second part wind very light daylight took a fine breeze from S.West hauling Northward soon hauled to N.West Brig steering S.West under all sail this A.M. saw a Steamer steering Northward —

Obs Latitude $50^{\circ}05'$ Longitude

Remarks. On Brig T. Bird

Monday Jan 13th 1898

Cont. with a strong wind from North increasing with some rain Barometer falling, Brig steering W by S by S, under small sail at 4 P.M. came into fine clear weather, wind hauled to S West second part a fresh wind, latter part wind W. N. W. at short sea on, leading in to it. no signs of Whales. Obs Latitude $51^{\circ}16'$

Longitude $66^{\circ}52'$

Tuesday Jan 14th 1898

Cont. with a fresh breeze from W. N. W. — Barometer down to 29 — Brig heading S West at sunset a Gale of wind so continued until 10 A.M., then commenced to moderate fast, Obs Lat $52^{\circ}05'$

Longitude $66^{\circ}02'$

Wednesday Jan 15th 1898

Cont. with a fresh wind from S. S. W. good weather Brig close hauled to the S. East, now bound direct around Cape Horn, second and latter part a gale wind at N. West at 10 A.M. luffed the Brig to the wind heading S West ends with thick rainy weather no drift, Estimated Lat $53^{\circ}25'$ Barometer at 28.9 tenths —

Do Long

$65^{\circ}32'$

Thursday Jan 16th 1898

Cont. with a Gale of wind, wind hauling Westward at 3 P.M. kept the Brig S. S. W. a heavy sea on came in clear weather, soon at sunset saw the Land bearing by Compass from S. S. E. to S. S. W. at 9 P.M. wore ship and headed off three hours, then headed to the South again at four A.M. saw the Land, I supposed it to be Cape San-Diego, but if some found we were some fifty Miles to the West run all the forenoon to the East, at 12 M. Entered to Strait of Lemaire, soon came in to a heavy squall from South west, saw a small Schooner anchored in a nice harbour on the North end of the Land. Obs Lat $54^{\circ}37'$

Long

$65^{\circ}05'$

12000
92000
24600
96000

12000
25000

Off the Coast of Patagonia.

109

Friday Jan 17th 1879

Comm^d with heavy squalls of wind some Thunder, and lightning wind at S West working the Brig up through the Straits at 5 P M set in a heavy gale run the Brig to the North of Cape St Diego for shelter soon came into a calm tide rip I thought at one time that I should loose our Steam Boat as the Brig had lost her stowaway - a tremendous swell & sea on, got out of it at 10 P M, latter part a moderate wind (barible) Barometer yesterday was down to 28³/₄ tenths today she has got up to 28⁸/₈ tenths ends with clear weather. Obs Lat 54° 29'

Longitude 64° 58'

Saturday Jan 18th 1879

Comm^d with a light barible wind, so continued through the night, I find a regular six hour Tide setting along the coast I should judge a three knot current, got past the way through Straits then got drifted some fifteen miles back again ends with a very light wind

Sunday Jan 19th 1879

Comm^d with a light breeze from N East run the Brig into the Straits when we got half the way through wind came to the E S E a Large Merchant Ship in company with us, second part a dead calm our Brig drifted across the Straits close in with the South Head of Staten Island, at this time we were very fortunate in having a breeze of wind from N West just enough to hold her against the swell, which was from the S West a very strong current setting E N E the last six hours a fresh wind from West, it being cloudy we got no obs

Latitude about 55° 30'

Longitude 65° 25'

Remarks On Brig Tropic Bird,

Monday Jan 20th 1879

Com^d with a fresh wind from W.S.W with squalls of wind & some fine rain Brig close hauled to the South second part Much as the first at 8 A.M. Wore Ship and headed N.W. by W. — Obs Lat $55^{\circ} 30'$

Longitude $64^{\circ} 10'$

Tuesday Jan 21st 1879

Com^d with a fresh wind from South West, cloudy Brig heading W.N.W. at 4 P.M. sighted Land to the North West and North, Wore Ship & headed S.S.E. Midnight took a moderate wind from the Northward kept the Brig to the S. West daylight we saw Land Bearing by compass from S West, to N.N. East, at this time steered S.W. by W. sighted New Island when we got it Bearing W.S.W. by compass we then steered S.S.W. until we got Barnevelt Is. Bearing by compass W.S.W. distant 2 or 15 miles, at this time a whole sail breeze, but in a few moments came in a heavy wind, we shortened sail down to a lower topsail & staysails at this time Wore Ship & headed W.N.W. soon got into a moderate wind so ends this day, Obs Lat $55^{\circ} 50'$ about 15 miles East of the above mentioned Island.

Wednesday Jan 22^d 1879

Com^d with a moderate wind when under the shelter of the Land, but a gale of wind South of Cape Decatur so, I think to hold my Longitude I will stop here until the wind hauls to the North and West, at 9 P.M. saw (near Island,) distant about 10 miles, at this time came in calm and continued so until two A.M. when took a smart breeze from the North kept the Brig S.West. I find we have a strong current setting Eastward. Obs Latitude $55^{\circ} 42'$

Longitude at 10 A.M. $66^{\circ} 21'$

Thursday January 23^d 1879

Com^d with a Gale of wind at one P.M. wore Ship and headed W.N.W. we are obliged to keep in with the Land so we can hold our Longitude, second part most calm every forenoon we have the wind from N. West to North, as we steered to the South West the wind would head us off, ends with a strong wind working the Brig to the Southward — Obs Lat $55^{\circ} 33'$

Borned to the Pacific Ocean,

Friday Jan 24th 1879

Come with a gale of wind from S. West
heavy squalls of rain and wind this P.M.
wore Ship and headed in shore for shelter
Laying off and on waiting shift of wind
Employed in repairing the Lower Tugs to
the Topsail yard which was done and yesterday
second part wind hauled Northward
kept the to S. West and at 2 A.M. Steered
S. by E. passed two Island Saw Cape Horn
and other Land to Westward. wind at
this time hauled Westward and increasing.

Saturday Jan 25th 1879

Come with half a Gale of wind heavy
squalls of wind and rain, three P.M.
Shortened sail down to Lower Topsail,
Fore sail and storm sails, let me here
say that I would not advise any vessel
to pass between Bornivul I. and Cape Decette
as the current sets Eastward by strong.
second and latter parts much as the
first saw the sail. one steering N. East
the other bound westward, wind at N. S. W.
Obs Lat 56° 41"

Longitude 66° 20"

Sunday Jan 26th 1879

Come as above upper Topsail hauled, a big
heavy swell on, saw two vessels steering
N. East, I the (Tropic Bird) to be a good
sea boat and hold on very well, am in hope
to have a leading wind soon. second part
hauled to the N. N. W. kept the Brig N. S. W. daylight
saw two sails at 4 A.M. took a gale from
West at this time saw a large sperm whale
close to the Brig to rigging to lower the boats
ends with a smart gale of wind. Obs Lat 57° 01"
Longitude 67° 00"

Remarks On Brig Tropic Bird Off Cape Horn

Monday Jan 27th 1879

Came with a Gale of wind from W.S.W. This P.M. wore ship and headed N.W. at this time saw ^{one} sperm whale, very slow at 4 P.M. we were back to the South latter part heavy squalls of wind and rain, I think there must be ice not far from us from us as the ice are seen very close for this time of the year.

Obs Latitude $57^{\circ}03'$

We have lost 50 miles of Longitude, Longitude $66^{\circ}18'$

Tuesday Jan 28th 1879

Came with a Gale of wind from W.S.W. frequent heavy squalls Brig heading to the North West, under small sail, soon commenced to haul to the Southward second and latter part wind S.E. kept the Brig W.S.W. at day heavy sea on.

Obs Latitude $56^{\circ}46'$

Longitude $68^{\circ}25'$

Wednesday Jan. 29th 1879

Came with a half a gale of wind Brig steering W. at one P.M. saw the Diego Ramirez Is. Bearing by compass W. by N. distance 20 miles, at this time kept the Brig W. by S. at 6 P.M. passed the Long of the Is. second part moderating, latter part a light wind from W.S.W. Obs Latitude $56^{\circ}04'$

Longitude $70^{\circ}49'$

Thursday Jan 30th 1879

Came with a light wind from W.N.W. good weather at one P.M. tacked ship and headed S.W. by S. at this time saw Land Bearing by compass N.E. distance 20 35 miles second part wind commenced to haul Westward, latter part wind W. by N. we are being favoured in getting to the westward another 24 hours run to the Westward will put us all right to go down the coast with a S.W. wind. ends with fine weather

Obs Latitude $56^{\circ}40'$

Longitude $73^{\circ}00'$

Bound to the coast of Chile

Friday January 31st 1879

This 24 hours Comd. with a Moderate wind from N. West good weather Brig steering N. S. W. - I am in hopes the wind will hold at this quarter for say two days then we will head clear of the coast with a West wind. Second part wind N. W. the last 8 hours wind N. West hauling Northward this A.M. saw a Bark steering East, and with fine weather, we are having a fine run hope I am thankful, Obs Latitude $59^{\circ}21'$

Longitude

$95^{\circ}11'$

Saturday Feb 1st 1879

Comd. with a brisk wind from N. East fine pleasant weather, Brig steering N. E. N. the prospect now looks good for a good run to the Westward for which I do feel pleased. Second part a fresh wind latter part wind light this A.M. boarded the German Bark Leventha of Hamburg bound to San-Francisco sent letter home, two other vessels in company -

Obs Latitude $56^{\circ}25'$

Longitude $97^{\circ}25'$

Sunday 2^d 1879

Comd. with a light wind from S. East, kept the Brig N. W. S. W. Second and latter parts a Calm three vessels in sight. Obs Lat $56^{\circ}10'$

Longitude $98^{\circ}00'$

Monday Feb 3^d 1879

Comd. with a Moderate wind from N. S. W. good weather, Brig on a wind to N. West, we are very fortunate in being well to the westward, soon came in most calm wind at N. West, tacked & headed N. S. W. two sails in sight. Second part wind hauled to N. N. E. hauling Eastward the last six hours wind at N. East. Raining weather 12 M. lighted up a little }
 @ graind wind to go down }
 The coast ————— }
 Obs Latitude $55^{\circ}13'$
 Longitude $98^{\circ}00'$

Remarks On Brig "Tropic Bird" of Edgartown
Tuesday Feb 4th 1879

This 24 hours Com^d with a strong wind from S East
Brig steering N W by N, rainy weather & head
swell on Me^{re} are now doing well am in hopes
the wind will carry us down the coast, second
part came in fine clear weather daylight steered
N W by N, latter part wind W S W fine pleasant
weather — — — — — Obs Latitude $53^{\circ}35'$
Longitude $79^{\circ}36'$

Wednesday Feb 5th 1879

Com^d with a Moderate wind from W S W good
weather Brig steering N W by N, will make North
course, (only) second and latter parts a fresh wind
the last (six) hours steered N by West, Obs Lat $51^{\circ}22'$
Longitude $80^{\circ}03'$

Thursday Feb 6th 1879

Com^d with a strong wind from W S W to West quite
a smooth sea, clear weather, we are having a good
run, second part wind hauled hauled to W N W
and commenced to increase, latter part a Gale
of wind, Brig heading North and N by E, 12 M. lighted
a little got the Lat — Latitude $49^{\circ}50'$

Estimated Longitude $79^{\circ}20'$

Friday Feb 7th 1879

Com^d with a Gale of wind from N West and
W N W, thick and rainy, wore around and
headed S W and S W by W a heavy sea on Brig
Lays well, I hope the wind will haul Eastward
at 7 P M wore ship and headed N by W through the night
much the same, latter part Moderated a little Made double sail
Obs Latitude $49^{\circ}15'$

Estimated Longitude $78^{\circ}00'$

Saturday Feb 8th 1879

Com^d with a strong wind from West thick foggy weather Brig
steering N by W just at sub & go with us I think by tomorrow
we shall have the wind Mor to the Southward, I feel the air to
be much warmer, am in hopes to see Whales soon. second
part wind light a very heavy swell running
latter part much as the first saw what we
called the Land to the East of us, Obs Lat $47^{\circ}28'$
Longitude $76^{\circ}38'$

Off the Coast of Chili.

115

Sunday Feb 9th 1879

Thes 24 Hours Coms with a strong wind from West, hauling Northward, Brig heading N. N. W at 5 P. M. wind hauled to N. N. W tack to the West, a very heavy swell on, saw the Land to the E. N. E of us "Peninsula of Tres Montes" high Land Second part half a Gale of wind Brig heading West & N. N. at 3 P. M. wind hauled to West More Ship. and headed N. N. W latter part a strong whole Sail breeze, heavy looking weather, Obs Lat $46^{\circ}44'$ Longitude $77^{\circ}12'$

Monday Feb 10th 1879

Coms with a brisk wind from the West dark cloudy weather, Brig heading N. N. W under all Sail, saw a Sail to the N. N. W of us second part much as the first thought equally latter part good weather, Obs Latitude $44^{\circ}49'$ Longitude $76^{\circ}10'$

Tuesday Feb 11th 1879

Coms with a strong wind from S. West a heavy swell on Brig steering N. East, for Huafu, second and latter part most calm, Obs Lat $44^{\circ}13'$ Longitude $75^{\circ}30'$

Wednesday Feb 12th 1879

Coms as above second and latter parts dead calm a heavy swell from S. West day light saw the Land bearing by Compass N. E. by E this latter

Thursday Feb 13th 1879

Coms with a light baffling wind, this P. M. saw four vessels all Whalmen second part squally latter part a light southerly wind this A. M. spoke the Bark J. A. Howland of New Bedford Hardy Master, Capt came on Board had taken 900 Barrels ^{oil} since last May, Huafu Island bearing by Compass N. E. by E distance say 30 Miles.

Remarks on Brig "Tropic Bird"

Friday Feb 14th 1899

Came with a light baffling wind seven sail in sight spoke several Capt's of furs came on board stop all this P.M. Second part very squally with some rain. Ships have not done as well off Huaso this season as they did last year. Some Messells took 42 Whales in Lat 46° 00' Longitude from the Land to Longitude of 82° West, 12 M came in @ strong wind from S East, run down to the Bark "Napoleon" it being so rugged I did not go on board, Huaso Island Bearing E. S. E distance say 35 Mils.

Saturday Feb 15th 1899

Came with @ Gale of wind at 1 P.M. kept the Brig N.W.B. N in company with the Bark "Napoleon", now bound down to the Island of Macha, for recruits, second and latter more moderate

Lat Latitude 40° 46'

Longitude 75° 12'

Sunday Feb 16th 1899

Came with a strong South wind this P.M. I gamed with Capt. Turner of Bark "Napoleon" at 7 P.M. I returned to my vessel and steered North the Napoleon intended to cruise in that Latitude, second and latter part clear, weather saw the Land to the East of us the Coast, Lat 39° 33'

Land distant say 25 Mils.

Monday Feb 17th 1899

Came with strong South wind, the Island of Macha in sight bearing North distant say, at 4 P.M. luffed the Brig to the wind heading S West, at daylight headed off shore in shore bound in to the anchorage, stood in to the South of the Island run down between the main Land and the Island saw the Ship Milton heading in for the Island

On the coast of Chili.

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x x x

Tuesday
~~Saturday~~ Feb ¹⁸~~16~~th 1879

Came with a Moderate wind from the South good weather, at one P.M. came to an anchor at the Island of Mocha I went on shore and purchased $\frac{1}{4}$ Barrels Irish Potatoes at \$1.50⁰⁰ per Barrel. I do not think much of this place for a vessel to touch at, I anchored my vessel in ten fathoms of water, on the North end of the Island, a vessel should it will be well for a vessel to anchor just to the left of the Northwest ~~houses~~ houses, the Potatoes are very good the first crop being fully ripe the first of March and latter part a fresh breeze from the S. S. E. so ends this day (at anchor)

Wednesday Feb ~~17~~¹⁸th 1879

Came with a Moderate breeze from S West this P.M. took on Board $\frac{1}{4}$ Barrels of Irish Potatoes very good one but not quite matured, at 6 o'clock took our anchor and steered out to sea. Second part Most Calm, the last five hours wind N. N. W. got away from our anchorage just in time, now I am intent to get some sperm oil, some squalls of fog

Obs Latitude

Longitude

Thursday 20th 1879-

Came with a brisk wind from S. East, some rain Brig steering N. N. W. saw a Merchant Bark working Southward, second and latter ^{part} light airs with calms, saw two Merchant Barks steering Southward, also saw a Bark heading to the South called her the Nautilus, Lat $39^{\circ}40'$

Longitude $75^{\circ}00'$

Friday Feb 21st 1879

Came with a brisk wind from W. S. W. clear - Brig on a wind to the N. West, this P.M. saw a Bark (Whaler) called her the "Napoleon" heading to the Southward. Second and latter part a Moderate wind, Latitude $36^{\circ}48'$

Longitude ~~75~~⁷⁶⁰⁰⁰⁰

75 and 16

Remarks On Brig Tropic Bird, of Edgartown

Saturday Feb 22^d 1879-

Cont. with a light wind from S West fine pleasant weather, Brig on a wind to the westward, I never knew as light wind in this Latitude I must work towards the Sandwich Islands, if I am to take the Early Whaling, Second and latter parts most calm fine pleasant weather, Obs Latitude $36^{\circ}21'$
Longitude $95^{\circ}45'$

Sunday Feb 23^d 1879

Cont. with a light wind from the Southward, fine pleasant weather, Brig steering West, slow getting along, second and latter parts much as the first, wind off S.W. no signs of Whales. Obs Latitude $35^{\circ}35'$
Longitude $97^{\circ}10'$

Monday Feb 24th 1879

Cont. with a brisk breeze from W.S.W. fine pleasant weather, Brig on a wind to N West, at 4 A.M. saw the Island of Juan-Fernandez, bearing by Compass N.W. by N distance 50 Miles, at this time kept the Brig West, Obs Latitude $34^{\circ}16'$
Longitude $98^{\circ}52'$

Tuesday Feb 25th 1879

Cont. with a moderate wind from the Southward Brig heading W by S no signs of Whales, second part most calm latter part a light wind from N East, a heavy swell from S West, Obs Latitude $33^{\circ}56'$
Longitude $80^{\circ}04'$

Wednesday Feb 26th 1879

Cont. with a light wind from N East fine pleasant weather Brig heading West by Compass for the North head of the Island of Masafuera which is in sight distant say 40 miles, I intend to send two of my Officers in a fishing tomorrow, but would rather take a Whale, — second and latter parts wind off S.W. did not work up to the Island, 12 M. Islands bearing by Compass W.S.W. distance say 30 miles. Saw two sails steering Southward — } Obs Latitude $33^{\circ}35'$
Longitude $80^{\circ}29'$

Thursday Feb 27th 1879

Com^d with a light wind from W.S.W. at 1 P.M. wind hauled to South kept the Brig to the Westward. Saw a Ship, (Whaler) to the W.N.W. of us under short sail heading Westward, called her the Emma C Jones. Second part wind East, heavy looking weather, daylight, ^{at} in to the above mentioned Island a very heavy swell on the West and N.West sides of the Island, at 5 $\frac{1}{2}$ A.M. kept the Brig N.W.W. now bound down to the Equator, from thence to the Sandwich Island, so on to the Arctic. I do not seem to have any luck in taking. -
Sperm Whales. I must go North, latter part dark heavy looking weather with some rain -

Friday Feb 28th 1879

Com^d with a brisk wind from S, East commenced to clear away Brig steering N.E.W. Second and latter parts wind very light, Employed in scraping the S Brigs wood work also the Iron work out side and commenced to Paint out side. Latitude 31° 36' Longitude 81° 07'

Saturday Feb March 1st 1879

Com^d with a light Southerly wind (very light) Brig steering N.West, second and latter parts the same, wind from S.West to West, the swell has most gone, Employed in Painting the Brig out side and various other small jobs, Obs Latitude 30° 56' Longitude 81° 27'

Sunday March 2^d 1879

Com^d with a light wind from W.S.W. fine pleasant weather, Brig steering N.W.E. slow getting along, second and latter parts most calm Obs Lat 30° 09' Long 81° 55'

Monday March 3^d 1879

Com^d with a light air from S.West very warm, second and latter parts wind South, hard getting along Obs Latitude 29° 25' Longitude

Remarks On Brig Tropic Bird,

Tuesday March 4th 1879

Thes 24 hours Com^d with @ light air from SSW fine pleasant weather, Brig steering N West, slow getting Northward, second & latter part much as the first. Obs Latitude 29° 23'

Wednesday March 5th 1879

Com^d with @ light wind, second part the same latter part @ fine breeze from West, Saw @ Large Ship steering to the Southward, we on @ wind to the N, N, W ends with fine weather, Obs Latitude 27° 46'

Longitude 82° 23'

Thursday March 6th 1879-

Com^d with @ brisk wind from West fine pleasant weather, Brig steering N West second and latter parts squalls of rain, ends with clear weather

Obs Latitude 26° 05'

Longitude 83° 01'

Friday March 7th 1879

Com^d with @ fine wind from S West very pleasant Brig steering N West, I think the prospect good to hold the wind we now have, second part squall of rain @ fresh wind latter part fine clear weather, with wind at S East, Obs Latitude 24° 20'

Longitude 84° 27'

Saturday March 8th 1879

Com^d with @ fresh S East wind fine clear weather, Brig steering N, W, & W now we are getting along second and latter parts more moderate, Obs Lat 22° 52'

Longitude 85° 35'

Sunday March 9th 1879

Com^d with @ moderate wind from S, S East fine pleasant weather, Brig steering N, W, & W slow getting along, second and latter parts @ brisk wind

Obs Latitude 21° 28'

Longitude 86° 32'

Bound to the Sandwich Is, Thence to the Arctic ⁽²¹⁾

Monday March 10th 1879

Com^d with a Moderate wind from S. E. East, fine pleasant weather, Brig steering N. W. by N. Slow getting along, But I suppose it is all for the best, Second and latter part quite a fresh breeze

Obs Latitude 19° 42'

Longitude 89° 48'

Tuesday March 11th 1879

Com^d with a brisk wind from S. East, fine pleasant weather Brig steering N. W. by W. Second and latter part much as the first

Obs Latitude 19° 49'

Longitude 88° 48"

Wednesday March 12th 1879

Com^d with a fresh breeze from S. East, good weather, Brig steering N. West, we are now doing well and in hopes to see sperm Whales soon, second and latter part good weather,

Obs Latitude 15° 29'

Longitude 90° 16'

Thursday March 13th 1879 -

Com^d with a brisk wind from E. S. East fine pleasant weather, Brig steering N. West under all sail, no Whales, Second and latter part much as the first Obs Latitude 13° 15'

Longitude 90° 54'

Friday March 14th 1879

Com^d with a brisk wind from E. S. E. pleasant Brig steering N. West under all Drawing sail Second part much as the first, latter part quite a shower of rain -

Obs Latitude 11° 10'

Longitude 92° 04'

Saturday March 15th 1879

Com^d with a brisk wind from S. East Synall of rain, Brig steering W. N. W. & N. West, Second and latter parts fine weather, Obs Latitude 9° 40'

Longitude 93° 50'

Remarks On Brig Tropic Bird, of Edgartown,

Sunday March 16th 1879

Com^d with a brisk wind from S. East, fine weather
Brig steering N. West, I find it slow getting along with
Sail on only one Mast, second and latter parts much
as the first very warm weather, Obs Latitude $8^{\circ}28'$

Longitude $96^{\circ}08'$

Monday March 17th 1879-

Com^d with a fresh wind from E. S. E. very warm
and pleasant, weather Brig steering N. W. Second and
latter parts much as the first Obs Latitude $9^{\circ}26'$

Longitude $98^{\circ}18'$

Tuesday March 18th 1879

Com^d with a fresh wind (Trails) from E. S. E. very
warm we are getting slowly, no signs of sperm whales
second and latter parts more moderate, Obs Lat $6^{\circ}25'$

Longitude $100^{\circ}02'$

Wednesday March 19th 1879-

Thes 24 hours Com^d with a moderate wind from
S. E. by E. very warm, Brig steering N. W. by N
under all drawing sail, second part much
rain, latter part light Trails fine weather, Saw
Oppressis, Obs Latitude $5^{\circ}20'$

Longitude $101^{\circ}04'$

Thursday March 20th 1879-

Com^d with a moderate Trail fine clear weather,
Brig steering North, second part steered N. by N
latter part wind very light, Obs Latitude $4^{\circ}58'$

Longitude $101^{\circ}52'$

Friday March 21st 1879

Com^d as above second and latter parts much
as the first dull times, Obs Latitude $4^{\circ}53'$

Longitude $102^{\circ}35'$

Saturday March 22nd 1879-

Com^d with a light wind from S. E. second and
latter parts much the same. These are dull times
very warm weather, — Obs Latitude $4^{\circ}26'$

Longitude $104^{\circ}19'$

Toward the Sandwich Is.

123.

Sunday March 23rd 1879

Coms. light wind with showers of rain
Slow getting along, second and latter part
quite a good wind Lat $4^{\circ}31'$
Longitude $106^{\circ}12'$

Monday March 24th 1879

Coms. with a brisk wind from E. S. E. some
light squalls of rain, steering to the
westward, second part wind hauled to
the North with much rain, ends with a
calm Latitude $4^{\circ}50'$

Longitude $107^{\circ}15'$

Tuesday March 25th 1879

Coms. with a ~~light~~ wind from S. East
hard getting along, second part took a
fine breeze, latter part quite fresh

Obs Latitude $4^{\circ}45'$

Longitude $108^{\circ}41'$

Wednesday March 26th 1879

Coms with a fresh wind from S. East
Brig steering Westward second part much
rain latter part wind from N. N. W. some rain
furry wind from the Westward in this Latitude
Slow getting along.

Obs Latitude $3^{\circ}35'$

Longitude $109^{\circ}54'$

Thursday March 27th 1879.

Com with a moderate wind from N. N. W. Brig
close hauled to the North, second and latter parts
wind very light hard getting Westward, Lat $2^{\circ}24'$

Longitude $109^{\circ}10'$

Friday March 28th 1879

Coms. with a light air from N. N. W. very
warm weather, Brig close hauled to North,
Sunset took a breeze from S. East steered
N. N. W. end with a light wind.

Obs Latitude $2^{\circ}08'$

Longitude $109^{\circ}34'$

Remark On Brig "Tropic Bird" of Edgarton

Saturday March 29th 1879

Com^d with a light wind from the South
fine pleasant weather, Brig steering N.W. by W
second and latter parts wind N.West,
slow getting along. Obs Latitude $1^{\circ}50'$
Longitude $114^{\circ}21'$

Sunday March 30th 1879

Com^d with a moderate wind from N.W. by N
fine weather, ship close hauled to N.W. by N
second part wind N.E, latter part ^{wind} hauled to
S. East a fine breeze, Obs Lat $1^{\circ}07' N$
saw several Sulphur Bottoms) Longitude $111^{\circ}15' W$

Monday March 31st 1879

These 24 Hours Com^d with a moderate
wind (Trails) from S. East fine pleasant
weather, steered N. N. W. until sunset
then ~~Wes by~~ ^{W. by} ~~N. by~~ ^{N. by} Sperm Whales, second and
latter parts wind very light, Obs Latitude $00^{\circ}10'$ ^{South}
Longitude $77^{\circ}15'$

Tuesday April 1st 1879

Com^d with a light wind from S. East Brig
steering to the Northward, no signs of Whales,
second and latter parts quite a good breeze
middle part run off to the Westward & find we
have an Easterly current the last four hours,
steered to the Northward, Obs Latitude $00^{\circ}20'$
Longitude $77^{\circ}55'$

Wednesday April 2^d 1879

Com^d with a moderate wind from S. East,
fine pleasant weather, second part about
calm, latter part wind North to N. East,
Obs Latitude $1^{\circ}28'$ ^{North} ~~South~~
Longitude $112^{\circ}42'$ ^{West}

Thursday April 3^d 1879

Com^d with a light wind from the North fine
weather, Brig steering to the Westward, second
and latter parts wind at South —
Obs Latitude $2^{\circ}17'$
Longitude $113^{\circ}01'$

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Towards the Sandwich Islands,

Friday April 4th 1879

Cont. with a light wind from South. Beg warm weather, Brig steering to the N West, slow getting along, second part more wind, the last six hours wind N West with much rain 12 M lighted up. Obs Latitude $3^{\circ}15''$

Saturday April 5th 1879

Cont. with a moderate wind from the South. Showers of rain. Brig steering N West, second and latter parts baffling winds, Obs Lat $3^{\circ}56''$
Longitude $113^{\circ}46''$

Sunday April 6th 1879

Cont. with a light baffling wind, beg warm, second and latter parts light Northerly wind. Obs Latitude $4^{\circ}20''$
Longitude $115^{\circ}11''$

Monday April 7th 1879

Cont. with a light wind from Northward fine pleasant weather, slow getting along, Brig on a wind to the Westward second and latter parts quite a good wind, Had a squall of wind and rain from N East. Obs Latitude $4^{\circ}39''$
Longitude $115^{\circ}52''$

Tuesday April 8th 1879

Cont. with a brisk wind from N.N.W. Brig on a wind to Westward, second and latter parts wind N East the last six hours beg squally. Saw a Ship heading Northward. No Obs, Latitude $5^{\circ}10''$
Longitude $117^{\circ}50''$

Wednesday April 9th

Cont. with a strong wind from N.E. to S.E. Much rain, Brig steering from N West to N.N.W. second and latter parts as much as the first. No Obs, Estimated Lat $6^{\circ}48''$
do Longitude $120^{\circ}30''$

9 v 32

1103 58

21° 55' 40" - 34° 50' -

11° 23' 40"

9" 26	12	28295	10" 15
21° 49' 14"	35" 02	00888	11° 34' 53"
9" 27' 29"	58" 36	8,83996	2" 4
12° 19' 45"	78" 28	9,89050	11° 32' 51"
	172" 04	19,02225	90" 00
	86" 02	9,51114	78° 27' 09"
	51" 00		

360.00
 184.56
175.04 East

9" 28' 32"
 1" 3
9" 27' 29"

2.25

1103

14° 39' 59" - 36° 11'	12	28696	11° 34' 53"
7" 26		00899	2" 00
14° 32' 28"	36" 23	8,74226	11° 36' 53"
2° 13' 53"	58" 54	9,88709	90" 00
12° 18' 35"	78" 28	18,92524	78° 23' 05"
	19340	9,46262	
	86" 50		
	50" 27		

Longitude
 April 19th 1884

2° 14' 56"
 1" 3
2° 13' 53"

360° 00
 184° 39
175° 21 East

21° 04' 33" - 29° 08'	12	28668	11° 45' 12"
7" 38		00938	10" 06
20° 57' 00" - 29° 20'		9,04940	11° 55' 18"
8" 35' 32"	59" 40	9,90924	2" 54
12° 21' 28"	78" 8	19,26470	11° 52' 24"
	169' 08	9,63236	90" 00
	83" 34		78° 07' 36"
	54" 14		

Longitude
 360° 00
 185° 22
174° 38 East

8" 36' 48"
 1" 16
8° 35' 32"

9" 49		30213	11° 28
22° 21' 00" - 36° 37'	12	00998	12° 05' 31"
7" 37		8,66769	10" 06
12° 13' 23"	36" 48	9,88751	12° 05' 33"
9" 52' 32"	60" 6	18,86731	2" 00
12° 20' 57"	79" 46	9,43365	12° 03' 29"
	174" 40		90" 00
	87" 30		78° 46' 23"
	30" 31		
		9° 54' 00	
		7" 28	
		<u>9° 52' 32"</u>	

April 21st 1884
 360° 00
 185° 13
174° 47

9" 81		
21" 54" 32	34" 08	29885
7" 33	12	00938
		8,82701
21" 46" 59	34" 20	9,89534
9" 25" 48	59" 50	19,03068
12" 21" 11	78" 8	9,51534
	192" 14	
360" 00	46" 09	9" 27" 04
185" 18	51" 49	1" 16
174" 42		9" 25" 48

2" 46			
15" 17" 00	32" 20	29950	11" 53" 78
7" 33	12	00952	2" 10
		8,91959	11" 57" 28
15" 09" 29	32" 32	9,90063	90" 00
2" 50" 56	54" 53	10,2924	78" 02" 32
12" 18" 31	78" 3	9,56462	
	170" 28		
Longitude	85" 14		
1884	52" 42	2" 52" 12	
April 20th		1" 16	
		2" 50" 56	

360" 00
184" 38
175" 22

3" 00		
15" 30" 55	31" 00	29950
7" 33	12	00952
		8,97629
15" 23" 22	31" 12	9,90443
3" 4" 04	59" 53	19,18994
12" 19" 18	78" 3	9,59489
	169" 04	
	84" 34	3" 05" 20
	53" 22	1" 16
		3" 04" 04
Longitude		
April 20th 1884		
360" 00		
184" 49 1/2		
175" 11		

2" 25			
14" 55" 40	34" 25	30477	12" 15" 37
7" 37	12	01009	2" 00
		8,80978	12" 17" 39
14" 48" 03	34" 37	9,85465	90" 00
2" 29" 20	60" 17	19,01929	77" 42" 23
12" 18" 43	77" 42	9,50964	Lat 60" 17
	192" 36		
	86" 18	2" 30" 48	
Longitude	51" 51	1" 28	
April 21st		2" 29" 20	
360" 00			
184" 41			
175" 19			

Remarks on Brig "Tropic Bird" of Edgartown,

Thursday April 10th 1879

Came with a fresh wind from E. N. E. Squalls of rain Brig steering N. W. by W under all sail I call the wind the Trade, second part heavy squalls of wind & rain wind all around the compass at two A.M. the Trade set in again ends with quite clear weather Dist run 165 miles Obs Latitude $8^{\circ}11''$

Longitude of Chron, $123^{\circ}00''$

Friday April 11th 1879

Came with a good N. East Trade, just a whole sail breeze, Brig steering W. N. W. I think or guess we will see the Sandwich Is. the 25th day of this present month, second and latter parts a strong Trade Lat 3 Obs $9^{\circ}33''$ Distance run 211 miles (good) Longitude $126^{\circ}15''$

Saturday April 12th 1879

Came with a strong N. East Trade fine clear weather, I now find the Brig "Tropic Bird" can sail nine, and ten miles the hour second & latter parts much as the first, Latitude $10^{\circ}35''$ Distance run 213 miles, Longitude $129^{\circ}30''$

Sunday April 13th 1879

Came with a strong Trade wind, wind N. East Brig steering W. by N. N. running $9\frac{1}{2}$ knots the hour, second and latter parts much as the first Distance run 221 miles, Obs Latitude $11^{\circ}50''$ Longitude $132^{\circ}56''$

Monday April 14th 1879

Came as above Brig steering W. N. W. under all sail, second and latter parts, wind increased shortened some sail. Obs Latitude $13^{\circ}06''$ Distance run 213 miles, Longitude $136^{\circ}24''$

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Towards the Sandwich Is, Thence to the Arch

Tuesday April 15th 1879

Com^d with a big strong Trade, (winds) from East hauled the Topgallant sail and Flying Jib took in the Mainsail, Brig - Steering W.N.W. second part set more sail latter part more moderate set all sail Distance run 175 Miles, Obs Latitude $14^{\circ}40''$ Longitude $139^{\circ}10''$

Wednesday April 16th 1879

Com^d with a brisk N. East, Trade wind. Brig steering W.N.W. second and latter parts a strong wind. The Tropic runs well when the Sea is not too large, Obs Latitude $16^{\circ}01''$ The Distance run 200 Miles, Longitude $141^{\circ}56''$

Thursday April 17th 1879 -

The 24 hours Com^d with a smart breeze from the N. East fine pleasant weather. Brig steering W.N.W. under all sail, second and latter parts more moderate Distance run 180 Miles, Lat. $17^{\circ}18''$ Long - $144^{\circ}44''$

Friday April 18th 1879

Com^d with a fresh wind from N. East second and latter parts much the same Distance run 195 Miles - Obs Latitude $18^{\circ}06''$ Employed in Painting in side - Longitude $148^{\circ}00''$

Saturday April 19th 1879.

Com^d with a strong wind from N. East Brig steering W.N. second and latter parts quite moderate, Distance run 182 Miles - Lat $19^{\circ}20''$ Longitude $151^{\circ}02''$

Sunday April 20th 1879

Com^d with a brisk wind from N. East fine pleasant weather. Brig steering W.N. finished Painting in side, in fact used up all our white Lead. second and latter parts more moderate, Obs Latitude $20^{\circ}07''$ Distance run 162 Miles - Longitude $153^{\circ}44''$

Remarks On Brig "Tropic Bird" of Edgartown.

Monday April 21st 1899

The 24 hours Com^d with @ brisk wind from E by N fine pleasant weather, Brig steering W by N at dark steered W by N. under all sail second part @ smart breeze. at 9 A.M. saw the East end of the Island of Mowee Is. distance say 30 miles I find that my Chronometer has run well and gives me the true Longitude, and with good weather, running along the ~~West~~ ^{East} side of the Island

Tuesday April 22nd 1899 (See account)

Com^d with @ strong Trade wind Brig steering for Pailolo Passage now Bound in to Lahaina, at 5 P arrived in the passage through the night air and calm, the A.M. I went on shore at Lahaina, found I could not procure any recruits, in fact it is no place for @ Whaler to anchor. So I returned to my vessel and steered for Whahoo Island where I intend to anchor out side of the Harbour. do not intend to stop but a few days thence to the Arctic.

Wednesday April 23rd 1899

Com^d with @ strong wind (Trade), Brig steering for Honolulu, second part much as the first at 9 A.M. anchored near the Spar Buoy or close to the passage that leads to the Harbour —

At the Sandwich Island.

(31)

We anchored out side of the Reef Ledges out side three days took on Board a lot of Recruits, and Landed one Cask of Shook-heads, about with Shooks, say about 324 Barrels, we also Landed one Cask of Sails, one do two do of Bread, about 2000 Lbs - to be Stowed at the Customs House. on the 26th we made anchor and steered for the Islands of Atooi, where we anchored on the 26th civil time, here I gave my men a run on shore, three ~~do~~ ^{men} deserted.

Deserted, "Charles Jates," Charles W Crop, — and "James H. McLean," Night of the 26th the wind came direct on to the Land with Thunder & Lightning soon set in a heavy swell, at 8 AM wind shifted came off of the Land, but not settled I thought it best to take our anchor at 10 AM took our anchor and proceeded to sea, we had but just got an offing when the wind hauled to the Southward again, we were fortunate in getting out, if I had of thought it prudent I should of Landed to settled up my business, and ascertained if my three ~~do~~ deserters had been caught, But the wind still held to the Southward, I left on shore 20-gallons of Blackfish Oil which was worth one dollar per gallon for taid, and I also left one nice Cabin Table which I had sold for five dollars I had not got my pay for it. My time was fast going that I ant to be using up on a passage to the arctic so I concluded I was justified in leaving.

Thursday May 1st 1878. Sea time.

A fresh breeze from Southward with quite a swell on. at sunset, Kalea, Point bore by compass West distance 20 miles at this time steering North by Compass, second and latter latter parts light Southern winds. Lat 22.50 Land in sight bearing by Compass South

Remarks On Board Brig. "Tropic Bird"

Friday May 2^d 1879

Thes 24 hours Com^d. with @ Moderate wind from S. East fine pleasant weather, Employed in painting our Boats, and preparing them for Whaling Brig. steering N. N. W. till P.M. I found we had @ Man stowed away who belonged to the Island of Atooi Is. I shall land him at the first port where there is an American Consulate or @ collector of Customs, second and latter parts @ brisk wind from S. East. Lat^t 24° 21' Longitude 159° 01½'

Saturday May 3^d 1879

Com^d. with @ Moderate wind from E. S. E. fine pleasant weather Brig steering N. N. W. second and latter parts @ brisk S. East wind. Obs Lat^t 26° 30' Longitude 159° 26'

Sunday May 4th 1879

Com^d. with @ Moderate wind, good weather finished painting our Boats, second and latter parts @ brisk wind. Obs Latitude 28° 14' Longitude 160° 08'

Monday May 5th 1879

Com^d. with @ brisk wind from S. East fine pleasant weather Brig steering N. W. by N. second part thick with @ very heavy dew, latter part very pleasant Obs Latitude 29° 46' Longitude 160° 14'

Tuesday May 6th 1879

Com^d. with @ Moderate wind from S. East fine pleasant weather. Brig steering N. N. W. second and latter parts squalls of fog. Obs Latitude 31° 16' Longitude 160° 48'

Towards the Arctic,

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Wednesday May 7th 1879

The 24 hours Com^d. with a light wind from N East some fog, Brig steering N.N.W some fog, second and latter parts @ brisk wind - Employed in making Boat sails. Obs Latitude $35^{\circ}20'$
Longitude 162°

Thursday May 8th 1879 -

Com^d. with @ brisk wind from S.S.E. Squalls of fog Brig steering N.N.W The Latitudes since the first day of May must be counted one day ahead as I made @ Mistake,

Friday May 9th 1879

Com^d. with @ brisk wind from Southward hauling Westward. Second and latter parts quite @ fresh wind, with rain wind hauled to Northward, Brig close hauled to the W.N.W. it being thick we got no Obs. Estimated Latitude $37^{\circ}11'$
Many Birds around do Longitude $163^{\circ}11'$

Saturday May 10th 1879 -

Com^d. with @ brisk wind from Northward rainy weather, Brig. close hauled to the westward, second and latter parts clear weather
Obs Latitude $37^{\circ}45'$
Longitude $165^{\circ}41'$

Sunday May 11th 1879 -

Com^d. with @ fresh wind from N East clear weather, Brig. close hauled to the North West by N, second and latter parts wind E.S.E. Obs Lat $39^{\circ}37'$
Longitude $166^{\circ}25'$

Monday May 12th 1879

Com^d. with @ brisk wind from S East, increasing Brig steering N.W.B.N I am in hopes by next Sunday to be North of the Fog Islands, I put my trust in my God to care and protect me through this coming Season. Second and latter parts almost @ gale with thick rainy weather.

No Obs - Estimated Lat $42^{\circ}20'$
do Longitude $167^{\circ}20'$

Remarks On Brig. "Tropic Bird," of Edgerstown

Tuesday May 13th 1879

This 24 hours Cont. with a Strong wind from the Southward thick rainy weather Brig steering N. West, second part wind hauled to N. West & continued the remainder of the 24 hours

Obs Latitude $43^{\circ}48''$

Longitude $169^{\circ}14''$

Wednesday May 14th 1879

Cont. with a light wind from N. West hauling Northward, Brig. Close hauled to Westward, second part dead calm, at 5 A.M. took a light breeze from S.E. and with cloudy weather,

Obs Latitude $44^{\circ}12''$

Put up the Galley Stove, Longitude $169^{\circ}45''$

Thursday May 15th 1879

Cont. with a Strong wind from the South increasing Brig steering N. West under all sail, second and latter parts almost a gale of wind, wind S. West

Obs. Latitude $46^{\circ}34''$

Longitude $169^{\circ}08''$

Friday May 16th 1879

Cont. with a Strong wind from W.S.W. heavy sea on, Brig on a wind to the N.N.W. a heavy sea on, second and latter parts almost a gale,

Obs Latitude $48^{\circ}36''$

Longitude $169^{\circ}04''$

Saturday May 17th 1879

Cont. with a Strong wind from W.S.W. second and latter parts wind S.S.W. Brig steering N.N.W.

Obs Latitude $50^{\circ}15''$

Longitude $170^{\circ}50''$

Sunday May 18th 1879

Cont. with a Strong wind from S.S.W. cloudy weather, Brig steering N. West at 9 P.M.

luffed the Brig to the wind heading N. East, at 4 A.M. Steered N.N.W. thick and rainy weather steering for the 172nd passage and with thick weather wind S.S.E. No obs. I judge the Islands on the East side of the passage be bare & compass N.N.W. distance say 20 miles

In Behring's Sea.

135

Monday May 19th 1879-

This 24 hours Comd. with a brisk wind from South, at two P.M. sighted the Island on the East Side of the 172^d passage between the two first Islands. But was obliged to run out and pass to the Eastward of the second Island strong tide runs at 8 P.M. got well through the passage, then steered North West, a smooth sea, wind at S.E. thick fog second and latter parts moderate, preparing for Whaling, cloudy, no obs. Estimated Lat 53° 40'

do Longitude 173° 10'

Tuesday May 20th 1879-

Comd. with a light wind from S.E. squalls of fog. Brig. steering N.W. second part calm the last 8 hours a strong wind from the North. Brig on a wind to W.S.W. this A.M. spoke the Schooner of San-Francisco, bound to Unalaska. a fine looking vessel, ends with cloudy weather. Estimated Lat 54° 15'

do Longitude 174° 50'

Wednesday May 21st 1879

Comd. with a strong wind from the North, with squalls of snow. latter part fine clear weather.

Obs Latitude 54° 27'

Longitude 178° 10'

Thursday May 22^d 1879

Comd. with a brisk wind from N.W. N good weather Brig close hauled to the westward. second part wind very light, latter part a brisk wind from Southward. Obs Lat 55° 06' squalls of snow. Longitude 178° 45'

Friday May 23^d 1879

Comd. with a brisk wind from S.S.E. with squalls of snow. Brig. steering N.E. second and latter parts much as the first cloud No obs. Estimated Latitude 57° 40'

do Long. 178° 30'

Remarks On Brig 'Tropic Bird' of Edgartown

Saturday May 24th 1879

Cont. with a fresh breeze from S East cloudy weather, Brig steering N N W second and latter parts much as the first wind N East Obs Latitude $60^{\circ}00'$

Longitude $179^{\circ}45'$ East

Sunday May 25th 1879

Cont. with a strong wind from N East some snow at 1 $\frac{1}{2}$ P M. Saw a small junk of Ice (first Ice seen) second and latter parts more moderate at daylight came to the Ice several vessels in sight Obs Lat $60^{\circ}41'$

Longitude $178^{\circ}30'$

Monday May 26th 1879

Cont. with a strong wind from N West. jammed with the Park fleet ring. nothing this season reported having any bad weather during this month second and latter parts moderate wind S West Obs Latitude $61^{\circ}04'$

Longitude $178^{\circ}40'$ East

Tuesday May 27th 1879

Cont. with a brisk wind from S West spits of snow. this P M commenced to work in to the Ice, Ice slowly packed but not heavy Ice, second and latter parts fine weather six vessels in sight Obs Lat $61^{\circ}20'$

Longitude $178^{\circ}16'$ East

Wednesday May 28th 1879

Cont. with a strong wind from S S W spits of snow, working the Brig through the Ice, second and latter parts almost a gale. all sail in Ice packed saw 4 sails (vessels), ends cloudy, no Obs Estimated Lat $61^{\circ}35'$
do Longitude $178^{\circ}25'$

On Behring's Sea.

137 x

Thursday May 29th 1879
Comd. with a strong wind from S West
much snow in the air, Ice very much
packed, found the Lead on the cutwaters
started repaired it as well as possible.
Ice getting heavier, second and latter parts
moderate, heavy no obs. Saw four vessels.

Friday May 30th 1879
Comd. with a light wind from Southward
sky full of snow, second and latter parts
most calm saw six vessels, saw the
water to the S East to South of us about
three miles from us. No obs. Estimated Lat $61^{\circ}20'$
do Longitude $179^{\circ}10'$

Saturday May 31st 1879

Comd. with a light southerly wind, set in
a thick fog, Ice opened a little but soon
closed again, second part wind hauled to
the Northward, latter part more wind
saw five vessels, Obs Latitude $61^{\circ}24'$
saw clear water to the West, Longitude $178^{\circ}45'E$

Sunday May June 1st 1879

Comd. with a light wind second and
latter parts fine weather, Obs Lat $61^{\circ}19'$
saw Cape Navarin, Land Longitude $178^{\circ}21'E$

Monday June 2^d 1879

Thes 24 hours fine weather wind at North
six sails in sight one got out of the Ice, and
steered to the Eastward in company with another
Schooner that was on in clear water, Obs Lat $61^{\circ}20'$
Cape Navarin in sight to the N West Longitude $178^{\circ}15'$

Tuesday June 3^d 1879

Comd. with a moderate wind from the North
fine pleasant weather, heaved in the Ice, - can
see much clear Water Behring from West to North
the Ice seems to be working to the S East second
five vessels in sight the Bark Fleet-Wing out in
clear water to the South saw her steering off to
the Southward, Obs Latitude $61^{\circ}20'$
Longitude $178^{\circ}15'$

Remarks On Brig Frolic Bird of Edgarton
and Thursday 5th

Wednesday June 4th 1879

This 24 hours Com^d with a light wind from North N.W. fine clear weather, we can see open water Behring from W.B.S. to N.N.W. drawing nearer to us, at two P.M. Made sail let go our Ice anchors and worked most out of the Ice it being a head wind could not get into the clear water took in all sail and made fast to large junks of Ice wind at N.West through the night cold with snow, at 9 A.M. let go our Ice anchors, and worked out into clear water it being thick we got no obs.

Thursday

Friday June 6th

Com^d with a moderate wind from the North Brig under all sail to the W.N.W. at 5 P.M. passed a flow of Ice, no Ice in sight to the Westward second and latter part moderate with light snow and fog, it being thick we got no obs. Estimated Latitude $61^{\circ}40'$

Longitude $176^{\circ}20'$

Saturday June 7th 1879 -

Com^d with a light wind from N.East thick weather, Brig on a wind to N.N.W. at 6 P.M. the fog lighted to the North & West saw the Land Behring from West to North Sounded 20 fathoms 26 fathoms, at this time wore Ship & headed S.East by the wind, middle and latter parts dead calm, obs Lat $61^{\circ}54'$ Land about 15 miles distant, 12 M saw two Boatswains Whely going quick to the Northward, 

In Behring's Straits,

139

Sunday June 8th 1879

Com^d with a light breeze from N, S, W
Lowered our Boats for Boats saw 4 Whales
but had no success in striking at five
P.M. returned to the Brig kept the Brig to
North & East along the Land, saw several
Rift Sacks, Whales, also lots of Walrus, second
part a brisk wind no Ice, latter part a
light wind from N, East. Obs Latitude $62^{\circ}12'$
about 15 Miles from Land.

Monday June 9th 1879

Com^d with a light wind from East hauling
Southward kept the Brig East by N along the
Land second and latter parts much as
the first steering a shore course —
Cape Navarin bearing N, E, E, Obs Latitude $62^{\circ}19'$

Tuesday June 10th 1879

Com^d with a moderate breeze from the South,
fine pleasant weather saw some Ice, also
saw two Bark to the E, N, E of us steering
to the Eastward, second part most calm,
at 6 A.M. took a breeze from S, West, lighted
up a little kept the Brig to the N, East saw
a Topsail Schooner to the E, S, E of us steering
to the Northward, it being cloudy we got no Obs

Wednesday June 11th 1879

Com^d with a light wind from the S, West
steering to the Northward saw Ice in shore
also to the Eastward

From this date up to the 14th the
most of the time working the Brig through the
on this day came out into clear water, about
4 Miles South of the North shore on the fifteenth
we entered Behring's Straits saw but little
Ice 16th the Natives came off to us reported
the most of the Ships having done well, and had
passed to the Northward a few days previous

2.06

14.31.50 - 41.41
10.34 12

14.21.16 - 41.53
2.20.32 61.03

12.00.44 } 69.59
12.53

86.26
44.33

31511

02748

8,993.86

9,846.05

18,982.17

9,491.08

2.24.16

3.44

2,20.32

3.44

19.54.50

6.34

20.01.24

1.06

20.02.30

90.00

69.59.30

Remarks On Brig. Tropic Bird & Edgartown 141

Sunday January 11th 1880 - Sea Account
Came with light backing winds, course to
the Southward, the last six hours a fine South
wind fine pleasant weather, Obs Latitude $3^{\circ}00'$ North
Longitude $101^{\circ}45'$ W

Monday Jan 12th 1880 Σ Took a Whale
Came as above, at 5 P.M. saw and lowered
our Boats for a School of sperm Whales
which seemed to be working to the S.West quite
a lot of Whales, mostly small Boats, we took
one Whale to the second Mates Boats at 7 $\frac{1}{2}$ P.M.
took it to the vessel, lay by for the night, at
six A.M. commenced to cut in the Whale finished
at 7 $\frac{1}{2}$ A.M. finished cutting a small Boal Whale,
the last eight hours rainy with but little wind
12 M. lighted. Obs Latitude $3^{\circ}08'$
Longitude $101^{\circ}53'$

Tuesday Jan. 13th 1880
Came with a light S.East wind with light
showers of rain, commenced to Boil on the
above mentioned Whale, second part came in
clear so continued the remainder of the 24 hours.
wind S.East, Latitude $2^{\circ}15'$ S
Longitude $102^{\circ}30'$ West

Wednesday Jan 14th 1880-
The 24 hours came with a brisk wind from S. to S.E.
showers of rain, finished Boiling Turned up
23 Barrels, Thankful for small favours, second
part much rain, the last 6 hours a strong S.East
wind. Obs Lat $1^{\circ}00'$ North Long- $104^{\circ}15'$

Thursday Jan 15th 1880
Came with a strong S.East wind, Brig on a wind to
the S.S.W second and latter part much as the first
Obs Latitude $00^{\circ}20'$ South
Longitude $106^{\circ}07'$

Remarks On Brig. Tropic Bird, of Edgartown

Friday January 16th 1880

Came with a fresh breeze from S. East fine pleasant weather, Brig on a wind to the S.S.W. looking for Sperm Whales, Second and latter parts wind E, S, E Obs Lat $2^{\circ}11''$

Longitude $106^{\circ}23''$
 $\begin{array}{r} 35 \\ 106^{\circ}58'' \end{array}$

Saturday Jan 17th 1880

Came with a brisk wind from East fine pleasant weather Brig heading to the South, Sunset shortened sail for the night, Second & latter parts fine weather Obs Lat $3^{\circ}47''$

Longitude $106^{\circ}45''$
 $\begin{array}{r} 35 \\ 107^{\circ}20'' \end{array}$

Sunday Jan 18th 1880

Came with a brisk wind from E, S, E fine weather Brig on a wind to the Southward, Sunset shortened sail for the night at 6 A.M. Saw two large Sperm Whales. Saw Sperm Whales Lowered the Boats the Mate Boatsteerer half fastened took out a little of his line then the Bow came out, to Bad, we lost the Whale, there were lots of killers around the Whales, This was in South Latitude $4^{\circ}35''$

West Longitude $106^{\circ}52''$
 $\begin{array}{r} 35 \\ 107^{\circ}07'' \end{array}$

Monday Jan 19th 1880

Came with a fine breeze from E, S, E good weather cruising, Second, and latter parts much as the first Obs Latitude $4^{\circ}58''$
Struck down 22 Barrels of Oil Longitude $106^{\circ}56''$
 $\begin{array}{r} 35 \\ 107^{\circ}31'' \end{array}$

Tuesday Jan 20th 1880

Came with a brisk wind from E, S, E pleasant cruising, Middle & latter part very pleasant Obs Latitude $4^{\circ}40''$
Longitude $107^{\circ}09''$
 $\begin{array}{r} 35 \\ 107^{\circ}34'' \end{array}$

On the Off Shore Sperm Whaling ground, Cruising ^{143.}

Wednesday January 21st 1880

Cont. with fine pleasant weather, S East wind
Second, and latter parts same. Lat $4^{\circ}36''$

Longitude

$108^{\circ}07''$

Thursday Jan 22nd 1880

Cont. as above, Working the Brig off to the westward
Second, and latter parts the same

Lat $4^{\circ}30''$

Longitude $107^{\circ}33''$

Friday Jan 23rd 1880

Cont. as above, Second and latter
parts the same, at 11 A.M. Saw & lowered
the Boats for sperm Whales. Took a 90 Barrel
Whale to the Waste Boat
sent these Boats after
more Whales. The

3rd Mate struck a large Whale the Bow came
out of the Whale to Back. These Whales seem to
be Working in to the E, N, E - Obs Lat $3^{\circ}36''$

Longitude $107^{\circ}50''$

Saturday Jan 24th 1880

Cont. with a moderate wind from S East
fine pleasant weather, Chased the above
mentioned Whales until sunset could
not come up with them again. Whales at
night going N.E. by E going quick. Second and
latter parts a light wind set in the above
mentioned Whale.

Obs Latitude $3^{\circ}29''$

Longitude

$106^{\circ}48''$

Sunday Jan 25th 1880

Cont. as above. Second and latter parts
squalls rain. Employed in Bailing

Obs Latitude $3^{\circ}45''$

Longitude

$107^{\circ}15''$

Remarks On Brig Tropic Bird, of Edgartown,

Monday Jan. 26th 1880

Contd. with a light wind from the Southward
Squalls of rain Employed in Boiling, Employed in
Boiling the before mentioned Whale, at 4 A.M. finished
Boiling, turned up about 45 Barrels of Oil Lat $3^{\circ} 51'$
Saw a Bark to leeward - Longitude $110^{\circ} 00'$

Tuesday Jan 27th 1880

Contd. with a brisk wind from S, S, E fine pleasant
weather, This P.M. I boarded the Bark Sea-breeze,
of New Bedford, had taken 55 Barrels of Sperm Oil
since leaving the Port of San-Francisco, reported
seeing sperm Whales but once, second and latter parts
Moderate Employed in striking down Sperm Oil
Obs Latitude $3^{\circ} 20'$

S

$108^{\circ} 50''$

109.25

Wednesday Jan 28th 1880-

Contd. with a fine breeze from East, good
weather finished striking down the Sperm Oil about
44 Barrels making 66 Barrels this cruise, we have had a
good chance to take 200 Barrels of Sperm Oil but lost it
by Bad judgment second and latter parts wind light
Obs Latitude $3^{\circ} 38'$

Longitude $109^{\circ} 58'$

Thursday Jan. 29th 1880

Contd. as above, second and latter parts
much the same.

Lat $3^{\circ} 30''$

Longitude $109^{\circ} 49'$

Friday Jan 30th 1880

Contd. with a light wind from S East very warm
I will now work down towards the Equator,
second and latter parts wind very light, Lat $3^{\circ} 56''$
Longitude $109^{\circ} 18''$

On the Off Shore Whaling Ground

145

Saturday Jan - 31st 1880

These 24 hours Com^d with a light wind from S. East, very warm steering to the Northward I am in hopes to see sperm Whales soon, — second and latter parts wind very light, at 6: A M. saw a School of small sperm Whales, lowered the Boats took one to the Waste Boat The rest of the Whales went very fast to the N. East, could not come up with them, cut the Whales in. This was in Lat^d 3:00"

Longitude 109° 06"

109° 41'

Sunday Jan Feb 1st 1880

Com^d with a light wind from S. East, commenced the Boiling of the above mentioned Whale, finished at 4 A M. about 13 Barrels of Oil, It does seem very hard for us to make up one hundred Barrels of sperm Oil, I rather guess the next time we see Whales we will capture more than one Whale, very warm weather, Obs Lat^d 2:00"

Longitude 108° 35"

Monday Feb 2^d 1880

Com^d with a light wind from E. S. E. very warm second part calm, the last four hours a light Easterly wind, I will work to the Southward again to keep the wind, Obs Latitude 1° 51"

This Longitude and to be 110° 20' Longitude 109° 45"

Tuesday Feb 3^d 1880

Com^d with a brisk wind from S. East, fine weather this P. M. spoke the Bark Abram Barker, of New Bedford, no oil since leaving San Francisco, I went on Board. second part calm, Obs Latitude 1° 57"

Longitude 110° 40"

Wednesday Feb 4th 1880,

Com^d with a light wind from S. S. E. same result in sight, second and latter parts much as the first.

Remarks on Brig "Tropic Bird," of Edgartown

Feb 18th 1880.

I have not written up this journal of late as the winds and weather about the same every day. I will now say that on the 13th of the present month we took six sperm whales, which yielded one hundred barrels of sperm oil, a good cut. This was in Latitude $1^{\circ}10'$ South, Longitude $119^{\circ}20'$ a large school of small 15 to 30 barrel whales, these whales was working slowly to the Eastward,

Saturday Feb 21st 1880

Com^d with light winds from the Eastward very warm weather second and latter parts much as the first

Sunday Feb 22nd 1880 -

Com^d as above, at 6 A.M. saw a Bark to the Eastward of us, steering to the Northward

Obs Lat $19^{\circ}29'$ South
Longitude $119^{\circ}25'$ West

Monday Feb 23rd 1880 -

Com^d with a light wind from S, very warm. This P.M. I boarded the English Bark "Compadre" James Duckworth, Master 117 days from Liverpool bound to San Francisco, I sent letters home by her, our Longitude did not agree with his, his Longitude $1^{\circ}00'$ to the west of ours, second and latter parts wind very light -

Obs Lat $20^{\circ}24'$ South
Longitude $119^{\circ}38'$ West

Tuesday Feb 24th 1880

Com^d with a light Easterly wind, Brig heading Northward, I think I will now work my way towards the Sandwich Is. second part wind increasing, steered N by W latter part wind at East. Obs Latitude $1^{\circ}00'$ North
Longitude $120^{\circ}15'$ West

Towards The Sandwich Is. Thence to Arch

Wednesday Feb 25th 1880.

These 24 hours Comd. with a brisk six knot breeze from East I think we are coming into the N. East Trade, course N. N. W. second part showers of rain latter part much as the first Employed in various jobs, Obs Lat $2^{\circ}14'N$ Longitude $121^{\circ}14'W$

Thursday Feb 26th 1880

Comd. with a brisk wind from East fine pleasant weather, steering N. N. W. I am starting up so to take the Trade Strong I want to arrive to the Sandwich Islands by the 11th of March, second wind latter parts Moderate wind E. S. E. to E. S. E. -

Obs Latitude $3^{\circ}49'N$

Longitude $121^{\circ}45'W$

Friday Feb 27th 1880-

Comd. with a light wind from E. N. E, steering N. by W. so to draw into the Trade, second part wind very light, latter part a brisk wind

Obs Latitude $5^{\circ}00'N$

Longitude $122^{\circ}38'W$

Saturday Feb 28th 1880-

Comd. with a brisk wind from E. N. E fine pleasant weather, steering N. W. by N. second, and latter parts wind Moderate

Obs Latitude $6^{\circ}38'N$

Longitude $123^{\circ}11'W$

Sunday Feb 29th 1880

Comd. as above, Brig steering N. W. by N, still steering well to the Northward to get hold of the N. East Trade Stronger, latter part a fine breeze six A.M. had a light shower of rain, good Trade

Longitude $124^{\circ}25'W$ Obs Latitude $8^{\circ}06'N$

Monday Feb March 1st 1880. See account,

Comd. with a brisk wind from E. N. E fine pleasant weather, Brig. steering N. West, good Trade Wind, second, and latter part much as the first

Obs Latitude $9^{\circ}58'N$

Longitude $126^{\circ}03'W$

Remarks On Brig. "Tropic Bird," of Edgartown

Tuesday March 2^d 1880 - Sea account
These 24 hours Com^d with @ Moderate wind
from E. N. E. fine pleasant weather, Brig -
steering N. West, by W. Second and latter parts
@ good breeze
Obs Latitude 11° 19"
Longitude 128° 11"

Wednesday March 3^d 1880
Com^d with @ brisk wind from E. N. E. good
weather. This P.M. stowed our Spair 'spar up
on end with the Main Mast, steering N. W. by W.
Second and latter parts Moderate, Lat 12° 58"
Longitude 125° 45"

Thursday March 4th 1880 -
Com^d with @ Moderate wind from the East fine
clear weather, Brig steering N. West we shall have @
long passage from the line to the Sandwich Islands,
Second, and latter parts, by Moderate @ little fine rain,
Obs Latitude 13° 56"
Longitude 130° 50"

Friday Monday Friday March 5th 1880
Com^d with @ light N. East; Traid steering N. W. by W.
Second part wind unstidgy, the East 8 hours @
most Traids wind N. N. E. Obs Lat 14° 37"
Longitude 132° 25"

Saturday March 6th 1880 -
Com^d with @ fresh N. N. E. wind, Brig steering
West, going quick Second and latter parts
Strong Traids, Obs Latitude 15° 11"
Distance run. 212 Mils, Longitude 136° 00"

Sunday March 7th 1880
Com^d with @ Strong Traids, wind, E. N. E. I find
the "Tropic Bird," runs better by the steam Log
about 16 Inches, Second and latter parts much as
the first Distance run 220 Mils. Obs Lat 16° 33"
Longitude 139° 43"

Towards the Sandwich Islands,

149.

Monday March 8th 1880-

Then 24 hours Com^d with @ strong wind from E N E (Trade), dark heavy looking weather Brig steering W N W shortened some after sail, second part heavy rain, with very sharp lightning no Thunder @ heavy drop sea on took in the Topgallant mast and Royal, Distance run 120 Miles, latter part wind varying from E N E to S East, ends with better weather —

Obs Latitude $14^{\circ} 35'$

Longitude $141^{\circ} 33'$

Tuesday March 9th 1880-

Com^d with @ strong wind from N East, Brig steering West under all head sails, through the night steered W N W the latter part clear steered West, Obs Latitude $18^{\circ} 29'$ Distance run, 170 Miles — Longitude $144^{\circ} 30'$

Wednesday March 10th 1880

Com^d with @ fresh Trade wind East @ heavy sea on, Brig steering W N W under all head sail, second & latter parts quite moderate Obs Latitude $19^{\circ} 02'$ Longitude $146^{\circ} 18'$

Thursday March 11th 1880.

Com^d with @ moderate wind from East, good weather does not look much like Trade wind weather, Brig steering West, second, and latter parts much as the first, the last 6 hours steered W S W Obs Latitude $19^{\circ} 17'$ Longitude $148^{\circ} 25'$

Friday March 12th 1880

Com^d with light wind from the East cloudy, Brig steering W N W, Employed in various jobs, I think we will sight the Islands Sunday, second, and latter part variable winds from N East to South, Lat $19^{\circ} 29'$ Longitude $149^{\circ} 49'$

Remarks On Brig, "Tropic Bird," of Edgartown.

Saturday March 13th 1880

These 24 hours Comd. with a light variable wind almost calm. Slow getting along. Second part commenced to brew latter part a fresh wind Employed various jobs

Obs Latitude $20^{\circ}06''$

Longitude $157^{\circ}28''$

Sunday March 14th 1880

Comd. with a strong wind from N East (Traills, Brig steering West under all sail. Second and latter part just a good whole sail brew the last six hours steered W. by S.

Obs Latitude $20^{\circ}20''$

Longitude $154^{\circ}10''$

Monday March 15th 1880

Comd. with a brisk, Traills, Brig. Steering W. by S — at one P.M. saw a Bark to the South of us steering West, at 5 P.M. saw the Islands of Owhyhee, East and Bering per Compass S. S. W. distance say 35 miles. Second part wind light steering along the North part of the Island, latter part good Traills steering to the Southward along the West side of the Is.

Obs Lat

$19^{\circ}55''$

Tuesday March 16th 1880.

Comd. with a fresh wind from N. N. W. Brig running to the Southward at 6 P.M. got almost down to Karakoa Bay, the Abm. Barker anchored, it set in dark over the Land so much so I could not get into the anchorage, so Lay by for the night. Midnight came in calm we find a current setting to the N. West, about $2\frac{1}{2}$ knots the hour

Obs Latitude $19^{\circ}44''$

Wednesday March 17th 1880

Comd. with a light air from N. West, we are trying to work the Brig back to the Port. But shall not get in tonight. Second part off the Port, latter part a moderate wind from W. N. W. steering in for the Port.

Thursday March 18th 1880

Comd. with a moderate wind, at 2 P.M. came to anchor, at Karakoa Bay, found at anchor Bark. Sea breeze, and Bark Abm. Barker, nights we have a light wind off of the Land, latter part fine weather,

At anchor at Karakoa Bay. — 151.

Friday March 19th 188

Came as above. Employed in painting the Brig,
getting off water, hoisted on Deck; 10 Casks Sperm Oil.

Remarks On Brig, "Tropic Bird" of Edgartown,

Sunday April 4th 1880 (Sea account,
These 24 hours Comd. with a good N. East Trade
at 2 P.M. we kept the Brig off to the South & W
now Bound to the Arctic, from Honolulu, I. O.
second and latter parts much as the first the
Islands in sight,

Monday April 5th 1880
Comd. with a fresh N. East Trade Brig steering
N. N. W. at 4 $\frac{1}{2}$ P.M. passed the ~~Haka~~ Kaula, I.
then hauled the Brig up N. N. W. now Bound
direct to the Arctic, thorough night a brisk wind
latter parts moderate,

Obs Latitude $23^{\circ}32'$
Employed in mending sails — Longitude $161^{\circ}19'$

Tuesday April 6th 1880
Comd. with a light wind from the Northward. fine
pleasant weather, steering N. West, under all sail,
second, and latter parts a good breeze, Employed in
mending sails (the Foresail)

Obs Latitude $24^{\circ}32'$
Longitude $163^{\circ}07'$

Wednesday April 7th 1880
Comd. with a brisk wind from N. E. fine
pleasant weather, Brig steering N. W. by ~~N~~ W.
second and latter parts much as the first
Employed in mending sails.

Obs Latitude $26^{\circ}00'$
Longitude $165^{\circ}21'$

Thursday April 8th 1880
Comd. with a fresh wind from N. East fine pleasant
weather, Brig steering N. West the last 8 hours steered
N. N. W. Employed in various jobs —

Obs Lat $28^{\circ}28'$
Longitude $166^{\circ}23'$

Friday August 9th 1880
Comd. with a fresh wind from E. S. E. Cloudy weather
Brig steering N. N. W. the last 12 hours and S. S. E.
fine pleasant weather,

Obs Latitude $31^{\circ}05'$
Longitude $166^{\circ}29'$

Towards the Arctic Ocean,

153

Saturday April 10th 1880

Cont^d with @ brisk wind from S, S, E fine
pleasant weather, Brig steering N.W. by N —
second and latter parts much as the first Lat 33° 00'
Longitude 166° 28'

Sunday August 11th 1880

Cont^d with @ moderate wind from South, fine
pleasant weather, Brig steering N.W. by N second
and latter parts much rain thick weather
no obs. - Estimated Latitude 35° 20'
do Longitude 167° 30'

Monday August 12th 1880

Cont^d with @ strong wind from S. East thick
with much rain, at 1 P.M. took @ heavy squall
of wind from N. West but soon came in
calm, @ heavy swell on, second part the wind
hauled to the Eastward, hauling Southward —
latter parts good weather, but heavy, Obs Lat 36° 44'
Longitude 167° 50'

Tuesday ^{here} August 13th 1880

Cont^d with @ brisk wind from S. East heavy
Brig steering N. by W @ & by heavy swell from
the Northward, second, and latter parts most calm,
Obs Latitude 37° 48'
Longitude 167° 48'

Wednesday April 14th 1880

Cont^d with @ light wind from Southward, heavy
Brig steering N. by W slow getting Northward,
second, and latter parts much as the first Lat 38° 40'
Longitude 167° 49'

Thursday April 15th 1880

Cont^d with @ fine breeze from N. East good
weather, Brig steering N. by W put out the
drinking stage, and put up the dove nest,
second, and latter, parts wind increasing,
Saw several Ducks Obs Latitude 40° 52'
Longitude 168° 00'

Remarks On Brig. Topie Bird. of Edgartown

Friday April 16th 1880

Come with a fresh wind from S S E good weather Brig. steering N W by N second and latter part rainy wind hauled to N West and set in a gale, No Obs Estimated Latitude $41^{\circ}50'$
do Longitude $167^{\circ}40'$

Saturday April 17th 1880

Come with a gale Brig under Loose Fore, Topsail and fore & main, Staysail, midnight commenced to moderate made some sail, latter part set all sail, wind W, N, W Obs Latitude $42^{\circ}53'$
Longitude $167^{\circ}00'$

Sunday April 18th 1880

Come with a fresh wind from W S W Brig - on a wind to the N N W quite cool weather second part wind hauled to W S W and came in a gale of wind shortened sail, latter parts - blowing strong No Obs Estimated Lat $45^{\circ}00'$
do Longitude $167^{\circ}40'$

Monday April 19th 1880

Come with a Gale of wind from W S W Brig under small sail, midnight Come to moderate latter part calm thick weather, no Obs. Estimated Latitude $45^{\circ}30'$
(killed three sheep) " Longitude $167^{\circ}00'$

Tuesday April 20th 1880

Come with a light air from S, East fine rain with fog a very heavy swell from westward, at 8 P.M. took a smart breeze from S West thick & raining so continued for the remainder of these 24 hours no Obs

Wednesday April 21st 1880

Come as above. Steering the Brig. N West, for the 192nd passage through the Fox Islands, second part heavy squalls of wind & rain, daylight came in a dead calm so continued the remainder of these 24 hours Obs Latitude $47^{\circ}30'$
Longitude $169^{\circ}13'$

Bound to the Arctic, North of the Fox Islands

Thursday April 22nd 1880

Came with a breeze from the Northward, increasing, at 2 P.M. set in a gale of wind, shortened sail, and prepared for a gale of wind (Barometer down to 29 to 30 at 6 P.M., Blowing by heavy the heaviest gale we have had the boom furlled the Lower Fore Topsail, Brig under Fore Square staysail, and Main Staysail reefed at midnight moderated made some sail, and with good weather, wind at West set all sail.

Obs Latitude $47^{\circ}41'$
Longitude $169^{\circ}27'$

Friday April 23rd 1880

Came with a good breeze of wind from West fair weather, Brig on a wind to N.W. second part wind hauled to South, steered N.W. the last eight hours almost a gale of from S.E. Barometer falling now down to 29.5 Thick & rainy all the day. The sun came out at times, got a fair Lat, $48^{\circ}43'$

Longitude $170^{\circ}44'$

Saturday April 24th 1880

Came with a strong wind from S.E. almost a gale, thick, and fine rain, steering N.W. by N at 3 P.M. Barometer falling now down to 29 to 30

Second part wind hauled to N.E. kept the Brig running all night latter part thick weather, But light at 12 M. Obs Latitude $51^{\circ}55'$

Longitude $171^{\circ}43'$

Sunday April 25th 1880

Came with a strong wind from N.E. thick weather, Brig close hauled to N.W. at 1/2 P.M. saw Seegiamm Island, Behring N.W. by N distance 10 miles, weather looking bad, so I kept the Brig off and passed to the westward of the above mentioned Island, soon came into heavy Tide Rips at 4 P.M. got the passage, and out of the Tide Rips, any one passing to the westward will know the Island by a tall or high Brook a little off from the Island (on the S.W. side) second and latter parts good weather wind E.S.E. Obs Lat $53^{\circ}57'$
This & P.M. warm and Pleasant more so } Longitude $174^{\circ}16'$

Some of the Tide Rips looked as if they were running over rocks. Could hardly see the Brig.

Remarks On Brig "Tropic Bird" of Edgartown,

Monday April 26th 1880

These 24 hours Com^d with @ moderate wind from E S E fine warm pleasant weather, steering the the Brig N W by N, second part commenced to secure the last six hours @ gale of wind, there being @ Bad Sea thought best to Lay by, to save our Boats, Obs Latitude 56° 14" furlled the Lower Topsail, Longitude 177° 00"

Tuesday April 27th 1880

Com^d with @ heavy Gale of wind from E S E @ Bad Sea on Brig Lays too well, by deck, off lay by for the night ^{afternoon} ~~light~~ saw @ Schooner steering ~~N West~~ ^{Laying too} at 5 A.M. steered N West Bad weather still the Sun came out at 12 M, Obs Latitude 56° 30" West - Longitude 179° 00"

Wednesday April 28th 1880

These 24 hours Com^d with @ gale of wind from S East very unpleasant weather Brig - running before the wind, at 4 P.M. blowed on heavy took in sail and luffed to the wind heading S West at 6 P.M. saw @ Schooner Laying too, I made @ mistake in mentioning I saw @ Schooner yesterday as I had not written up untill today though the night blowing strong at 5 A.M. kept the Brig N West, the above mentioned Schooner in sight steering with us @ gale from S East with thick weather some spits of rain, 12 M lighted, Latitude 57° 30" ^{from the Schooner out of sight} Longitude 178° 58 East

Thursday April 29th 1880

Com^d with @ Gale from S East spits of rain, and snow, Brig steering N W by N at 7 P.M. luffed the Brig too the wind heading S S W shortened sail for the night, at 9 A.M. quite moderate made all sail and steered N N W quite clear. Obs Lat 59° 40" Longitude 177° 20"

In Behring's Sea.

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Friday April 20th 1880

Came with a fresh whale sail breeze from N. East soon came in foggy Brig on a wind to N.N.W. am expecting to see the Ice Tomorrow, at 9 P.M. wore around for the night, daylight wore back again and headed N. West the last 12 hours a gale of wind from N.N.E. water quite dark, thick with squalls of wet snow, no obs, Estimated Latitude $60^{\circ}30'$
do Longitude $195^{\circ}45'$

Saturday April May 1st 1880 (Led account)

Came with a gale of wind from N.N.E. thick with snow furlled the Lower Topsail, second part more moderate Barometer rising, latter part breezed up again shortened sail, heading N. West by N. ends with thick weather no obs Estimated $60^{\circ}30'$
"Long, $195^{\circ}40'$

Sunday May 2^d 1880

Came with a heavy wind from N. East, spits of snow, Brig under small sail heading N. West Barometer still rising standing now at $29.8\frac{1}{2}$ (Faint), dark water, 5¹/₂ P.M. came in quite clear, saw a Bark to the Leonard of us working to the Northward, called her the Albatross Barber, I think Ice is not far from us as the sky looks light to the North & West of us, second part more moderate spoke the str above mentioned bark she proved to be the Bark Helen - Mar of New Bedford from the Westward (Ladenue Islands) Capt Baldry, came on Board, Reported that he had taken 30 Barrels of Sperm Oil the since leaving San Francisco In January, reported all of the Western fleet of Whalers, not one of them having taken a Barrel of Sperm Oil, latter part fine pleasant weather Land in sight Behring from W.S.S. to N.N.W. distance 35 Mils. Obs Latitude $61^{\circ}00'$
Longitude $194^{\circ}17'$
no signs of Ice, and no Whales

Remarks On Brig. "Tropic Bird" Edgartown,

Monday May 3rd 1880

There 24 hours Com. with a light wind from N.E. & fine pleasant weather, gamely with Capt. Baldy. I supplied Capt. B. with some articles that he was in need of in return he gave me a fresh killed Hog, and one sack of Sweet Potatoes, and one Boat Load of wood. This P.M. saw two more Barks. (Bessels) one the Fleet Wing. — I am very sorry not to find the Ice herabouts, as I fear it is an open Season, if so, the Whales without doubt have gone Northward, the last 8 hours a dead calm, Obs Latitude $60^{\circ}50'$

Longitude $174^{\circ}00'$ East

Tuesday May 4th 1880

Com. with a light breeze from S.West, kept the Brig. N.E. & E. threw sail in sight, all steering with us,

Monday May 17th 1880

From the 5th up to the present time we have been inclosed among the Ice. the whole fleet took the Ice down S.East of Navarin, the same night came in a heavy gale from the S.S.W. causing a heavy swell which last several days doing much damage to the Bessels, we came out it with the loss of but little Copper up to the 16th @ continual S.West wind all the Bessels working to the Northward, we have seen up to this date five Whales. Saw the Norman take one Whale, there is much spring Ice, Today we have a gale from the Northward the Land in sight Behring from N.N.W to N.East distance say 45 miles. some open streaks of Water, Lat $63^{\circ}48'$ Long $174^{\circ}45'$

Tuesday May 18th 1880

Com. with a strong Northerly wind, the Ice commences to open at 4 P.M. I closing up took in all sail, and lay in among the Ice all night, in the morning went out of the Ice and kept the Brig in an opened space of water, saw twelve Bessels, all in among the Ice, the 24 hours lost 22 miles of Lat, drifting Southward, Obs. Lat $63^{\circ}25'$

Longitude $175^{\circ}05'$

On the Anadir Sea, The Sea nearly full of Spring Ice,
Wednesday May 19th 1880
The 24 hours Com^d with a Gale of wind from Northward
we are keeping the Brig in between the flows of Ice, which
runs about E to East, and West (True) The weather is very
cold, the coldest I ever experienced for this month, set
in quite thick with snow, second & latter parts much the
same, no obs, I think we have drifted about 35 miles to
the Southward,

Thursday May 20th 1880
Com^d with a strong wind from Northward at 2
P.M. lighted a little saw three vessels, and a
little open water got the Brig into it space about
3 miles wide and some 8 or 10 miles long, all the other
vessels closed in the & Packed Ice. Saw lots of
Walrus hauls out on the Ice, the Prospect took
very poor for much out side Whaling, second, and
latter parts more moderate. Obs Latitude $63^{\circ}15'$
Longitude $195^{\circ}40'$

Friday May 21st 1880  Saw a B. Head.
Com^d with a brisk wind from N.N.W. quite
clear weather, at 4 P.M. saw a B. Head (Whale)
he came up & bolting took a circle around
run his head out two or three times then turned
floods this was the last we saw of him. Lowered
the 4 Boats and cruised around among the Ice,
saw two Schooners, and one Brig, and two Barks,
the greater part of the vessels are blocked in the Ice, all sail
furled, second and latter parts much as the first, Lat $63^{\circ}17'$

Saturday May 22nd 1880
Com^d with a light breeze from N.W. we are trying
to work the Brig to the Northward, second part
calm at 6 A.M. took a light breeze from S.W.
kept the Brig to the North, through the Packed Ice,
saw two Schooners, and one Brig, Obs Lat $63^{\circ}15'$
Longitude $195^{\circ}40'$

Sunday May 23rd 1880
Com^d as above, at second and latter parts much
as the first —

Remarks On Brig Tropic Bird & Edgartown,

Monday May 24th 1880

This 24 hours, Com^d with a light wind at 6 Am got out of the Packed Ice in a large space of clear water, latter part most calm

Latitude $63^{\circ}24'$

Longitude $175^{\circ}48'$

Tuesday May 25th 1880

Com^d with a brisk wind from N.N.W. Cloudy working the Brig up to the North & West in company with Brig Hidalgo, Capt Williams came on Board reported the ~~to~~ most of the fleet being to the N. East of us in the Ice, second part Layed by, at 6 A.M. kept the Brig to the Northward passed through a flow of Ice, soon came into clear water all clear to the N.E. & N. by Com^d it being cloudy we got no obs. Estimated Lat $63^{\circ}45'$ the last 8 hours wind South. At Longitude $175^{\circ}00'$

Wednesday May 26th 1880

Com^d with a brisk wind from South, this P.M. steered to the N. East at 7 P.M. came to Ice running East & West pressed the Brig through a strip of Ice, then started to the Northward second part wind very light, latter part stood in a drift of Plummer Bay saw several Bessels all were working to the Southward, stood over toward St. Lawrence Is. came to Ice but not Packed, could see clear water over the Ice, saw some Walrouses, on the Ice wanted to go after them but dare not use up the time I find strong tide Rips, it being cloudy I got no obs.

Thursday May 27th 1880

Com^d with a Moderate wind from Southward not very clear so kind of Whales, second part a fresh wind, stood over toward St. Lawrence Is. saw clear water off the West end of the Is. but Packed Ice, between us and the Water.

latter part a strong wind from Southward, stood over to the Westward, North, East, of Indian Point, came into very heavy Ice, concluded ~~to~~ ^{was} to steer to the Southward at this time wind came to the Northward, no obs.

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Cruising for Whales, Off Plover Bay

Friday May 28th 1880

Came with a breeze from the Northward, increasing thick with snow, run down to Plover Bay in company with the fleet of barks. Second and latter parts quite moderate under the lee of the Land, dropped an anchor

Saturday May 29th 1880

Came with a calm in shore but a gale of wind outside. Midnight spoke the Steamer ^{Mary} Helen, from the Straits, - one Whale this Season, Bo-Head, got my 100 Barrels of Casks (Shooks) which he brought up for me, about one half of the fleet run to the Westward, thinking to find Whales, I have decided to keep over towards St. Lawrence Is. for some time there is much ice to the Eastward. Latter part clear to the westward and a thick fog to the Eastward, we got no Oks.

Sunday May 30th 1880

Came with a fresh wind from N. East stood over to the Eastern Ice, now working up to the Northward, no signs of Whales, second part a thick fog, latter part the fog lifted saw three Barks all seemed to be working North,

Obs Latitude $64^{\circ} 21'$

Monday May 31st 1880

Came with a small breeze from Northward quite clear weather, came to drift ice. This P.M. saw 3 Barks @ Whaling, at 10 P.M. we lowered our Boats for two (Bo-Head, Whales) took one to the Starboard Boat, at one A.M. commenced cutting finished at 7 A.M. a good cow Whale. I hope I am thankful for this Whale, I took this Whale in Lat $64^{\circ} 35'$ on a line of the West end of St. Lawrence Is. This A.M. cleared away the head and prepared for Boiling, Obs Latitude $64^{\circ} 24'$

Tuesday May

Remarks On Brig. "Tropic Bird" of Edgartown

Tuesday June 1st 1880

These 24 hours Com^d with a fresh breeze from N, N, E good weather, Commenced to Boil out the Blubber of the before mentioned Whale. I will now work up toward St. Lawrence Bay, soon This P. M. saw a Bo-Head, (Whale) going quick to N, N, E lowered one Boat could not come up with it, second and latter parts M^d saw Land to the North & West, Obs Latitude 64° 40" Employed in Boiling, Longitude 171° 15"

Wednesday June 2^d 1880

These 24 hours Com^d with a light wind from N, East, soon hauled to the S, East light & brisly weather saw several Rip, Sacks, Whales, second part a thick fog with calm, the last 6 hours a light wind from N, E & E saw two Barks, Employed in Boiling finished at 9 A. M. commenced to run down the dill, turned up about 95 Barrels of Oil, Obs Lat 65° 00" the Land in sight to the North and West Longitude 170° 00"

Thursday June 3^d 1880

Com^d with a brisk wind from E, N, E fine pleasant weather Employed in running down Oil, second and latter parts a strong wind saw five Barks (bessels) stood in of the North Head of St. Lawrence Is. the Bay all packed with heavy Ice, one Canew, came off about one Doren Indians & purchased 15 prs Boots, Midnight stood over towards the Dimode Islands much packed Ice across the Straits could not get with eight or ten miles of the Islands, 8 A. M. set in almost a gale run down to St. Lawrence Bay, saw the Steamer Mary & Helen, at anchor saw 9 sails all told two @ Boiling.

Wednesday June 4th 1880

Com^d with a gale from Northward nine Bessels in sight two at anchor, two Boiling.

In Behrings Straits.

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I will just mention here that we commenced to capture Walrouses just to the S East of the Diomedes Islands In the Straits up to the 2^d of July we took 360 Walrouses that yielded 250 Barrels of Oil.

2.30
14.53.55 - 36.47
8.1 12
74.45.54 - 36.59
2.30.16 59.10
12.15.36 } 721.53
Longitude 65.57
360.00 48.56
183.184 2.32.48
196.06 2.82
2.30.16
April 29th 1884

9.40
22.00.12 - 38.51
8.9 12
2.182.03 } 39.03
9.41.10 } 59.11
12.10.53 } 75.12
Longitude 46.43
April 29th 1884
360.00
182.43
197.17 East

10.28
22.40.00 - 42.38
10.00 12
22.30.00 - 42.50
10.25.57 59.26
12.01.09 74.36
176.52
88.26
45.36
Longitude
May 1st 1884
360.00
181.2
178.58 East

2.35
14.47.30 - 37.33
10.00 12
14.37.30 37.45
2.30.23 59.32
12.07.08 74.36
171.53
Longitude 48.56
360.00 48.11
181.42
178.13

2.32
14.03.09
9.38
14.12.45
1.56
14.14.41
90.00
75.45.19
250.22
01.33
8.85.59
5.87.56
19.080.37
9.515.18

2.50
14.40.35
8.35
12.50.10
2.25
14.42.56
90.00
75.12.11
290.48
01.46
8.75.79
9.86.79
18.931.87
9.465.98

9.44.00
2.50
9.41.10
3.05
15.14.07
9.20
15.26.22
2.00
15.24.22
90.00
74.35.38
293.58
01.58
8.43.68
8.85.99
18.600.34
19.300.19

2.35
15.26.22
2.10
15.26.12
90.00
74.35.38
294.96
01.58
8.85.75
9.87.232
19.033.91
9.516.95

9.53
22.18.56 - 40.51
8.5 12
22.10.51 - 41.03
10.01.49 58.25
12.09.32 } 75.31
174.58
Longitude 47.29
April 28th 1884
360.00
182.23
177.39 East

2.09
14.30.15 } 39.21
8.03 12
14.22.10 } 39.33
2.11.47 } 58.26
12.10.23 } 75.26
173.25
Longitude 47.09
April 28th 1884
360.00
182.36
177.24

9.86
21.49.25 - 38.15
8.14 12
21.41.11 } 38.27
9.35.46 } 59.45
12.05.20 } 75.54
173.06
Longitude 46.33
360.00
181.21
178.39 East

15.46.40 - 34.40
10.00 12
15.06.40 34.52
2.59.27 59.32
12.09.13 74.36
169.00
84.30
49.38

2.51
14.21.58
9.25
14.31.24
2.25
14.26.59
90.00
203.101

10.05.00
2.51
10.01.19
14.31.24 } 2.25
14.33.49 } 90.00
75.26.11 } Lat 56.00
28.105
01.419
8.760.15
9.865.18
18.920.61
9.460.30
2.14.12
2.25
2.11.47

15.58.58
9.30
15.08.27
2.20
15.06.09
90.00.00
74.53.53
297.96
01.520
8.749.43
9.871.75
18.964.14
9.582.07

9.35.44
2.55
9.31.1
294.94
294.96
01.588
8.981.57
9.861.91
19.174.32
9.587.16
3.06.32

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Remarks On Brig Troie Bird, -

I'll just say here that the first good Bo Herding
(Whaling) commenced July 1st In Lat 68° 52' N and
Longitude 172° 15' W. On the 9th I took a Bo-Head Whale,
Lat 69° 00' Longitude 173° 30' up to the 12th I took four
Whales hereabouts last ~~the~~ Lat about 70° 25' Long 174° 00'
Herald on Island in sight in good clear weather -
Several vessels done well hereabouts and
the Whales were hereabouts and a little to the North
along the Ice the remainder of the Season, Much
Bad weather in the month of August so much that
it very much least the Whaling,

Since writing the above
I went over to the Eastward and found many
Bo-Heads (Whales) Lay from Lat 70° 30' to 70° 50'
and Longitude from 165° 00' to 167° 00'. Here I took
three Whales in five days, took my last Whale Sept 4th
I have since been advised of several vessels
filling up there Casks off Ice Cape and up to
the Northward as far as the Sea-Horse Islands
Whales were very plenty more so then they
have been found for many years. on the 6th of
the present month (Sept) I left the Whaling grounds
having all my Casks full of Oil, or at least
ditto Blubber enough to fill them all my Ketch
is eight Bo-Heads, Whales, 370 Walrouses, that has
yielded about 950 Barrels of Oil and say 13,000 lbs
of Whale Bone, also say 1,100 (hundred) lbs of
Walrouses Dory my vessel being full with
much of my Provisions and fresh water on Deck
I went down to Plover Bay, and prepared for
my passage to San-Francisco I left the Bay
Sept 14th and had a long passage to the Fog Is.
passed through the 172nd passage on the 24th of the
present month (Sept) on the 25th to a smart
gale of wind from the Southward, when we were
say about 65 miles from the nearest Land, I
will now write up the journal day by day
to the time I arrive off San-Francisco.

J J Seaman,

Remarks On Brig "Tropic Bird,"

Saturday, Sept 25th 1880 - (See account)

This 24 hours comm. with a moderate wind from Northward, we are now steering to the Southward and are in the passage 172⁰⁰⁰ passage at 8 P.M. got out side and steered S.S.E. at 11 P.M. the wind hauled to the Southward kept our vessel on the Eastern tack wind - increasing at 8 A.M. saw the Land bearing by compass from N West, to North three Islands, at this time came in thick and quite a fresh wind and with @ gale, no obs.

Sunday Sept 26th 1880

Comm. with a Gale of wind from South, with thick weather, at 5 P.M. came down to make sail, heading E by South, at this time I judge the nearest Land to bear by Compass North distant say seven or five Miles, at 9 of the clock P.M. the wind hauled to the South West, at this time steered S.E. by E the last six hours steered E.S.E. under all sail. - Obs Latitude $49^{\circ} 58'$
Longitude $188^{\circ} 00'$

Monday Sept 27th 1880

Comm. with a strong wind from S. West. Brig steering E.S.E. @ glorious wind, with good weather, second and latter parts much as the first Distance run 178 miles, Obs Lat $48^{\circ} 12'$
Long $184^{\circ} 10'$

Tuesday Sept 28th 1880

Comm. with a strong wind, Brig steering E.S.E. this P.M. killed our last Hog, we are having a fine run, second part strong squalls of wind and rain, latter part @ fine breeze, and clear weather, wind West. Obs Latitude $46^{\circ} 08'$
Longitude $161^{\circ} 41'$
Distance run 168 miles

Towards San Francisco, Cal,

Wednesday Sept 29th 1880

Came with @ strong wind from West, good weather, Brig steering S E by E at 11 P.M. wind hauled to S S E and commenced to increase the last 12 hours @ gale of wind. Obs Lat $44^{\circ}52'$
Longitude $159^{\circ}00'$

Thursday Sept 30th 1880

Came with @ Gale of wind from S. S. E at 1 P.M. took in all sail except the Main, and Fore-Topsail staysails Brig heading East, second part @ heavy gale of wind with a heavy chop sea, the Brig labouring hard. tried the Pumps found much water say about 3000 casks in 24 hours. at 8 A.M. kept the Brig East by S, run under bare Pools, or with the Fore & Foretopmast staysails, found she made better weather then in laying too, Obs Lat $43^{\circ}22'$
Wind W. S. W. Longitude $168^{\circ}07'$

Friday Sept Oct 1st 1880.

Came with @ heavy gale of wind from W. S. W. Brig steering E by S by S under Bare Pools, second part commenced to moderate set the Lower Fore Topsail and steered S. E. by E daylight set all sail Forward, latter part @ strong West Wind. Obs Lat $42^{\circ}12'$
Longitude $155^{\circ}21'$

Saturday Oct 2^d 1880

Came with @ strong wind from West, good weather the Brig does not leak as much as she did in the Gale, steering S. E. by E second part wind veered to S. W. the last six hours steered East Obs Latitude $40^{\circ}45'$
Longitude $152^{\circ}31'$

Sunday Oct 3^d 1880.

Came with @ fresh whole sail breeze Brig steering East under all sail. second and latter part much as the first, wind from S. S. E to S West. Obs Latitude $40^{\circ}04'$
Longitude $148^{\circ}46'$

Remarks On Brig Tropic Bird, & Edgartown

Monday Oct 4th 1880

Come with a strong whole sail breeze from South. Fine weather Brig steering East, second and latter parts wind at S East. Brig close hauled to the E, N, E Employed in Scraping Whale Bone,

Obs Latitude $40^{\circ}18'$

Longitude $146^{\circ}12'$

Tuesday Oct 5th 1880

Come with a fresh wind from S East spit of rain. Employed in Scraping Whale Bone, second and latter parts good weather, Obs Lat $40^{\circ}43'$

Longitude $144^{\circ}48'$

Wednesday Oct 6th 1880

Come with a moderate wind from S East fine pleasant weather, Brig close hauled to the E, N, E finished Scraping our Whale Bone, second and latter parts wind South and very light, Employed in washing Whale Bone, Lat $40^{\circ}30'$

Thursday Oct 7th 1880

Come with a light wind from South very pleasant, Brig close hauled to the Eastward, second part wind commenced to haul Westward latter part a fine N, S, W wind, Hauled E, S, E Obs Lat $39^{\circ}56'$

Longitude $140^{\circ}52'$

Friday Oct 8th 1880

Come with a brisk wind from N, S, W fine weather, Brig steering E, S, E Employed in Washing Whale Bone, about one half washed.

Second and latter parts a fresh wind from West

Obs Latitude $38^{\circ}36'$

Longitude $138^{\circ}11'$

Saturday Oct 9th 1880

Come with a fresh wind from the N, N, W Brig steering E, S, E hauling Eastward, second and latter fine pleasant weather, finished Washing our Whale Bone.

Obs Latitude $37^{\circ}14'$

Longitude $135^{\circ}50'$

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Towards San Francisco (Cal)

Sunday Oct 10th 1880

Cont. with a brisk wind from N East fine pleasant weather. Brig steering by the wind to E, S, E, second and latter parts wind N, E, S, N - Obs Latitude $35^{\circ} 58'$
Longitude $133^{\circ} 35'$

Monday Oct 11th 1880

Cont. with a fresh breeze from N, N, E good weather Brig close hauled to Eastward. Second and latter parts wind increased this are hard winds for as it is setting us to the Southward.
Obs Latitude $35^{\circ} 18'$
Longitude $131^{\circ} 29'$

Tuesday Oct 12th 1880

Cont. with a strong whole sail breeze from North to N, N, E. I hope the wind will let us up soon. Through the night the Brig. headed from N East to E, N, E and yet we did not hold our Latitude carrying sail hard so not to get to far to the Southward.
Obs Latitude $35^{\circ} 18'$
Longitude $129^{\circ} 56'$

Wednesday Oct 13th 1880

Cont. with a strong wind from the North Clear weather, Brig on a wind to the E, N, E second part commenced to moderate wind Bafing. latter part heading from E by N, to E by S, $34^{\circ} 58'$
Obs Latitude $128^{\circ} 52'$
Long

Thursday Oct 14th 1880

Cont. with a light wind from Northward at five P M. Tacked to the N West, latter part wind Bafing from N East to North, Lat $35^{\circ} 14'$
Longitude $128^{\circ} 26'$

Remarks On Brig. Tropic Bird & Edgartown

Friday Oct 15th 1880

Comm. with a brisk wind from N.N.E. hauling Eastward 7¹/₂ P.M. More Ship through the night headed to the N.West, hauled carrying sail hard to hold on at 9 A.M. headed to the E. by North.

Obs Latitude $35^{\circ}32'$
Longitude $128^{\circ}20'$

Saturday Oct 16th 1880

Comm. with a strong wind from the North Brig on a wind to the E. N.E. through the night headed N.E. by N. the last 6 hours headed N.E. by E. carrying sail hard split the Flying Jib. bent a new one. Lat $35^{\circ}44'$.

Longitude $126^{\circ}43'$

Sunday Oct 17th 1880

Comm. with a brisk wind from the North good weather. Brig close hauled to the E. N.E. up to three A.M. headed up to N.E. by E. then the wind hauled to E. N.E. the last six hours the wind at East fine pleasant weather. Obs Latitude $35^{\circ}53'$

Longitude $125^{\circ}26'$

Monday Oct 18th 1880

Comm. with a light wind varying from E. N.E. to East Brig. close hauled to North, slow progress, I am in hopes to arrive at San Francisco by next Thursday second part @ dead calm, at 3 A.M. Boarded the German Bark "Josefa", from Portland bound to Liverpool, Grain Loaded, got his Longitude which put us two minutes to the Westward of our Longitude. latter part @ light air from N.N.W. Brig close hauled to the N East

Obs Lat $36^{\circ}03'$
Longitude $125^{\circ}45'$

Bound to San-Francisco, (Cal)

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Tuesday Oct 19th 1880

Cont. with @ light wind from N.W. fine pleasant weather. Brig on @ wind to N. East through the night headed N.E. by N Brig going about $4\frac{1}{2}$ knots the hour, at three A.M. set in @ thick fog the last 8 hours wind light no Obs Estimated $37^{\circ}11'35''$ do Long. $124^{\circ}10'$

Wednesday Oct 20th 1880

Ther 24 hours Cont. with @ light breeze from NW. @ thick fog Brig. Steering N.E. by N. at 6 P.M. I judge the Fairallone Island to Bare by Compass N.E. by N distance say 45 miles. Second and latter parts wind very light @ thick fog all night at 11 A.M. the fog lighted so that we got @ good Latitude wind S.W. and West Latitude $37^{\circ}11'35''$ Longitude $123^{\circ}00'$

Thursday Oct 21st 1880 (Sea Time)

Cont. with @ light air from the West fine weather at two o'clock P.M. saw the Fairallone Bearing by Compass North distance say 20 miles. Second part wind very light Steered N.E. at 2 A.M. heard the horn as we supposed on the Fairallone, Bearing by compass N.W. by W the last part wind from South to N.West very light with much fog, no Obs - Estimated Latitude $37^{\circ}35'$ Longitude $122^{\circ}11'$

Friday Oct 22^d 1880

Cont. with @ light breeze from S.West with much fog at 1 P.M. heard the steam horn as we suppose to be N.N.E. of us Steered up North, by Compass, 6 P.M. heard the Searf quite plain to the N.East & East of us at this time we tacked to the South west, for the night to thick and foggy to see any light

The Bark "Bounding Billow" of Edgartown
On a Whaling Voyage.
Commenced August 16th 1881. Sea Account —

At 8 o'clock A.M. we weighed the anchor and started out of the Port of New Bedford the Tug Melia took us in tow Blot having a fine breeze from North East the Tug left us a little below B. Parners Is. we set all sail and proceeded out of the Bay, at 10 A.M. Discharged the Pilot, B. B. Krusch of Gamald^{ma}, at 12 M. passed Nomans Land Island, at this time steered S. S. E. so ends this day.

Wednesday August 17th 1881

Contd with a strong wind from E. S. E. wind increasing bark going quick to the S. S. E. at 6 P.M. Shortened sail down to clove reefed topsails, at 1 A.M. luffed to the wind on account of fear of losing our boats, at 5 A.M. steered to the S. S. E. and set subtle sail I find the Billow very wet and Roals damp. But every appearance of a good strong breeze. Through the night thick with much rain latter part cloudy it being cloudy we got no obs. Estimated Lat 39° 20' Long 69° 00'

Thursday August 18th 1881

Contd with a strong wind from N. E. S. E. cloudy bark under subtle sail steering S. East running quick Employed in coiling Lines getting the Boats ready &c. — second and latter parts moderate wind E. S. E. Obs Latitude 38° 43' Long 69° 32'

Friday August 19th 1881

Contd with a light wind most calm Employed in barious jobs getting the Boats ready &c. — second and latter parts heavy looking weather it being thick we got no obs.

Remark on Bark "Bounding Billow" of Edgemoor
Saturday August 20th 1881
Comd. with a fresh wind Bark on a wind to Eastward
second part heavy rain with squalls of wind
latter part a gale of wind from S.E. put the
vessel under small sail Obs Lat $38^{\circ}45'$
Longitude $66^{\circ}55'$

Sunday August 21st 1881
Comd. with a gale of wind from S.E. hauling
bathward At two P.M. wind hauled to S.W. set
set suitable sail and steered E by S. I find
the vessel very wet and rools very badly, second
and latter parts a strong wind from South, saw 4 miles
heavy lightning Obs Latitude $39^{\circ}03'$
Longitude $63^{\circ}00'$

Monday August 22nd 1881
Comd. with a strong wind from South clear weather
Bark steering E by S saw a full rigged ship, steering
W.N.W. second and latter parts much as the first
a very rough sea on. Obs Latitude $39^{\circ}35'$
I find a strong current setting Northward, Longitude $59^{\circ}40'$
Tuesday August 23rd 1881

Comd. with a strong wind from S.W. clear weather
vessel steering S.E. by E, second part wind not quite as
strong, latter part better weather. Employed in various jobs
Obs Latitude $38^{\circ}51'$
Longitude $56^{\circ}55'$

Wednesday August 24th 1881
Comd. with a strong wind from W.S.W. good weather steering
S.E. by E set the main topgallant sail second and
latter parts fine weather Employed in repairing
a fore topsail, Obs Latitude $38^{\circ}38'$
Longitude $53^{\circ}00'$

Thursday August 25th 1881
Comd. with a brisk wind from West fine
pleasant weather steering E.S.E. saw a large
steamer steering Westward, bent the 2nd top sail
second and latter parts very pleasant Lat $38^{\circ}14'$
Spoke the Brig "Phantom" bound to Liverpool, Long $50^{\circ}30'$

Friday August 26th 1881

Comd. with @ brisk whole sail breeze from S.S.W fine pleasant weather, put out the cutting stage, steering E.S.E. second and latter parts squalls of wind & rain Employed in Reving new Lanyards to Lower main Rigging also to the Backstays, set the Rigging up ends with clear weather. Obs Latitude 38°08' Longitude 46°35'

Saturday August 27th 1881

Comd. with @ brisk wind from W.S.W fine clear weather - Employed in reving new Lanyards to the Lower Fore Shrouds also the Back stays. Steering E.S.E. second part squally - latter part @ fresh wind from West heavy looking weather to the S.W. Some Thunder, Employed in various jobs Obs Latitude 39°45' Longitude 43°08'

Sunday August 28th 1881

Comd. with @ brisk wind from W.S.W good weather to the South & West. Heavy squall hanging to N.W. at 3 P.M. wind hauled to N.E. & second part by squally with heavy Thunder and Lightning, shortened sail down to @ Lower main Top sail. Latter part by Pleasant Obs Latitude 38°10' Longitude 41°55'

Monday August 29th 1881

Comd. with @ light wind from the Southward fine pleasant weather, the by best day we have had since leaving New Bedford second and latter parts @ fresh wind Lat 39°52' Saw two Bessells Bound Eastward Long 39°02'

Tuesday August 30th 1881

Comd. with @ strong wind from S.West good weather steering S East second and latter parts @ gale of wind with much rain Latitude 39°15' Longitude 35°32'

Wednesday August 31st 1881

Comd. with @ gale of wind from W.S.W by unpleasant, steering S.E. by S @ stormy passage thus fair. second part commenced to moderate latter part @ fine breeze from N.N.E. saw @ Schooner steering Eastward, also saw @ Steamer steering Westward. Obs Latitude 35°56' Longitude 34°09'

Remarks On Bark "Bounding Billow"

Thursday Sept 1st 1881

The 24 hours came with a moderate wind from N, N, E fine pleasant weather, Bark steering S, E. Employed in various jobs second and latter squalls of fine rain.

~~Two~~ ^{one} sperm whales



Ab Lat 34° 56'

Long 33.50

Friday Sept 2^d 1881

Came with a strong wind from North, at 3 1/2 P M raised sperm whales at this time came in a heavy squall of wind and rain Layed under short sail untill 4 1/2 P M then wind moderated some saw the whale again lowered the boats took one small whale to the Mate's Boat, took it to the ship and lay her for the night, this A M fine weather out in the above mentioned whale and kept the vessel to the Southward,

Ab Lat 33° 50'

Longitude 33.21

Saw sperm whales Saturday Sept 3^d 1881

Came with a moderate whole sail breeze ship close hauled to the S, S, W wind & East second at 5 1/2 P M saw a school of sperm whales going quick to the Eastward lowered the Boat But, could not come up with them (to Back) second and latter parts fine pleasant weather, commenced to Boil out the above mentioned little whale, Ab Lat 32° 06'

Longitude 33° 15'

Sunday Sept 4th 1881

Came as above ship heading S, W, N wind hauling South about Berling.

Thursday Sept 6th 1881

Nothing of Importance has happened

Since the 4th today I think we have taken the S East Strait by light the wind was West yesterday and since it has changed North about last night we saw a Bark ahead steering with us today we passed her Painted lightoller today our Lat 26° 00'

Longitude 29° 30'

Of Edgartown, Martha's Vineyard, Mass

Friday Sept. 9th 1881
Comd. with a light fair wind N, N, E one
Bessel in company we out sail the
second and latter part, brisk fair Lat 24° 21'
Long 28° 47'

Saturday Sept. 10th 1881

Comd. with a fresh N, East fair. Bark steering
S, E, W Midnight saw a Brig in ten steering to
the Northward, latter part fine pleasant
weather Employed in reeving new Starboard
Landards to the Fore & main Lower Rigging
Old Lat 21° 39'
Long 28° 37'

Sunday Sept. 11th 1881

Comd. with a fine breeze from East, good
weather, steering S, E, W Employed in various jobs
second and latter parts much as the first, we
are drawing out of the Latitude of gales of wind
Old Latitude 19° 22'
Longitude 28° 15'

Monday, Sept. 12th 1881

These 24 hours much as the Lat Lat 17° 22'
Long 28° 08'

Tuesday Sept. 13th

These 24 hours good fair wind Employed in
various jobs
Lat 14° 22'
Longitude 26° 57'

Wednesday Sept. 14th 1881

Comd. with a fresh fair wind steering South
saw a Bessel steering East Southward, second
and latter parts more moderate Lat 11° 50'
Longitude 26° 36'

Thursday Sept. 15th 1881

Comd. with a light Northw. wind two Bessels in sight
second and latter parts much the same as the first
Lat 10° 04'
Longitude 26° 30'

Friday Sept. 16th 1881

Comd. with a light wind from N, E, W Employed in
various jobs, second and latter parts heavy
looking weather,
wind N, E, W Lat 9° 24'
Longitude 25° 46'

Remarks On Bark Bounding Billow of Edgartown

Saturday Sept 17th 1881

This 24 hours Cont. with a strong wind from S West
dark heavy looking weather, on a wind to S S E
two Barks in sight steering Northward, second and
latter part squally Obs Latitude $9^{\circ} 49''$
a heavy sea on — Longitude $24^{\circ} 15''$

Sunday Sept 18th 1881

Cont. with a strong wind from W S W Black
heavy looking weather, on a wind to the Southward
I suppose we are drawing near the South East Head
second and latter part wind South Lat $7^{\circ} 03''$
Long $22^{\circ} 45''$

Monday Sept 19th 1881

Cont. with a brisk wind from South fine weather, a Bark
and a Brig to leeward of us we out sail them
we also saw a large full rigged Ship steering N West
also one sail to the S East of us steering with us, second
and latter part much as the first the wind hangs to S S W
saw two Brigs Obs Latitude $6^{\circ} 21''$
Longitude $20^{\circ} 03''$

Tuesday Sept 20th 1881

Cont. with a brisk wind from South to S S W frequent light
squalls of rain Bark on a wind to Eastward, second &
latter parts fair weather, Obs Latitude $5^{\circ} 48''$
Longitude $19^{\circ} 40''$

wind W S W, Wednesday Sept 21st 1881

Cont. as above, second part set in squally with much
rain, latter part raining all the time, very unpleasant
Estimated Latitude $4^{\circ} 50''$ Long $18^{\circ} 55''$ - it being thick we got no

Thursday Sept 22nd 1881

Cont. with a fresh wind from W S W with much rain
Bark on a wind to the Southward, just before dark
the wind hauled to S S W we wore ship and ^{headed}
W by S. latter part wind strong with heavy dark
looking weather squalls of rain two Bessels in sight
steering with us. Obs Latitude $4^{\circ} 10''$
I think we will soon work into the Trade Longitude $18^{\circ} 42''$

Bound On @ Whaling Targe to the Arctic

Friday Sept 23^d 1881

Thes 24 hours Comd With a strong wind from South, by W. dark cloudy weather, on @ wind to W. S. I rather guess we will now head up soon and take the S. East Trade winds. Dark took a heavy squall of rain from West, calm most all night. Daylight set in a fresh wind from the South. Bark close hauled to W. S. W. Lat Latitude 31° 03' Longitude 20° 50'

Saturday Sept 24th 1881

Comd with a strong wind from S. E. increasing. Bark heading S. W. by W. Handed the light sails. I guess we now have the Trade wind, second and latter part a fine Trade wind with clear weather. Sent down the Fore Topsail and repaired it as it got damaged by not casting off all the Reef points when turning out a reef. Saw two Krells steering with us we out sailed one of them without a Fore Topsail set. Lat Latitude 31° 45' Longitude 23° 00'

Sunday Sept 25th 1881

Comd with a fresh whole sail breeze wind S. E. fine pleasant weather. Bark on @ wind to W. S. W. we are well to the Eastward. we have come up with a Brig that has been ahead of us since morning, have not sailed with a breeze since leaving home that could keep up with us, second, and latter parts much as the first. Saw two sails on a Brigantine steering with us, we coming up with her. Lat Latitude 00° 23' S Distance run 203 miles Longitude 25° 15' W

Monday Sept 26th 1881

Comd with a fresh whole sailed Trade wind wind at S. E. this P.M. I changed Longitude with the above mentioned Brigantine. They agreed well we are by far faster in being so far to the Eastward, second and latter parts going quick squalls of rain, fine rain. Lat Latitude 2° 21' South Distance run 208 miles — Longitude 28° 16' West

Remarks on Bark Bounding Billow

Tuesday Sept 27th 1881

This 24 hours Comd with a strong wind from S, S, E good weather Employed in various jobs Bark heading S, West, going quick. Second and latter part much as the first Employed in middle stitching the Gaff Topsail and Fore Toppallantail -

Obs Latitude $5^{\circ} 01'$

Longitude $30^{\circ} 46'$

Wednesday Sept 28th 1881

Comd as above Second and latter part the same mending sails Lat $7^{\circ} 50'$ Longitude $31^{\circ} 50'$

Thursday Sept 29th 1881

Comd with a fresh wind from S, S, E good weather ^{one} light shower of rain, mending sails, second and latter part moderate sun a Bark (bottle) steering Northward

Obs Latitude $9^{\circ} 44'$

Longitude $33^{\circ} 30'$

Friday Sept 30th 1881

Comd with a moderate wind from S, S, E Bark slow Bould to S, West. This P.M. Boarded the Steamer of and Bound to Hamburg, from Valparaiso (Chile, sent letter to be forwarded home from (St. Vincent Cape Divided Islands) Second and latter part a fine breeze of wind

Latitude $11^{\circ} 48'$

Longitude $34^{\circ} 33'$

Saturday Oct 1st 1881

Comd with a light wind from S, East fine pleasant weather second and latter part much as the first

Lat $13^{\circ} 50'$

Long $35^{\circ} 34'$

Sunday Oct 2^d 1881

Comd as above, second and latter fine pleasant weather

Lat $15^{\circ} 48'$

Long $36^{\circ} 50'$

Of Edgartown M.P. - On @ Whaling Voyage

Monday Oct 3rd 1881

Comd with @ Moderate wind from S.S.E fine pleasant weather, close haul to the South West, hard giting South second and latter parts most calm, light showers of rain, saw four vessels —

no obs Estimated Latitude 16° 35'
do Longitude 37° 50'

Tuesday Oct 4th 1881

Comd with light airs & calm, we have lost the Trade winds, Employed in repairing the main sail and bent it. second and latter parts @ fine breeze from East, two vessels in company.

Obs Latitude 18° 03'
Longitude 37° 49'

12th mates whale

Wednesday Oct 5th 1881

Comd with @ fine breeze from East N.E good weather This P.M. saw @ School of Sperm Whales slow @ working to the Westward or in shore Lett at time of seeing the whales

18° 22' Longitude 37° 47' Spoke the British Bark Clarence of New Port, Bound to Mt Vello, seen took one

Whale to the mates Boat took it to the beach and Lay Bye for the night, through the night fine pleasant weather, at 8 A.M. finished cutting the Whale made sail and steered to the Southward saw one vessel, Lat 18° 48'

Longitude 37° 41'

Thursday Oct 6th 1881

Comd with @ Moderate wind from N.East fine pleasant weather, commenced to Boil the above mentioned Whale, second and latter parts @ strong wind finished Boiling about 15 Barrels of Oil.

Obs Lat 21° 13'
Long 37° 50'

Friday Oct 7th 1881

Comd as above, steering S West second part @ Bez strong wind with @ large sea on, through the remainder of the day dark heavy looking weather

no obs - Estimated Latitude 23° 30'
do Longitude 40° 17'

Remarks On Bark Bounding Billow

Saturday Oct 8th 1881

Came with @ Moderate wind from E.S.E the weather good But heavy, steering S. West, second part the same, at 7 A.M. Saw @ Large Spinn Whale at 8 o'clock the Boat, the Second mates Boat struck the whale, the Whale Brought too too had @ fine chance to kill the whale soon got it Spitting good Blood, two Boat came on Board, the whale then almost cleared its Spouting, and commenced to run at 12 M. got the whale head and along side of the vessel @ Big Large Whale,



2 mates Whale -

104 Barrels Oil

Obs Latitude

23° 35'

Longitude

40° 48'

Sunday Oct 9th 1881

This P.M. commenced cutting @ heavy swell on and wind increasing got in his jaws and lashed down for the night, second part @ strong wind daylight commenced cutting in the whale again. End with rugged weather.

Monday Oct 10th 1881

Came as above, cut on the whale until night got in his head off, and his body in the rugged, latter part got in the front of the whale.

Obs Latitude 23° 24'

Longitude 40° 52'

Tuesday Oct 11th 1881

Came with @ Strong wind almost @ Gale. Big rugged undertook to take in the whale. Junk we got in, north in the house the part of the boat on the Deck found we could not leave it in without much danger to our mainmast. So took off the head skin then let it go I suppose we lost @ eight Barrels of Oil, latter part Drifted in Boiling and clearing away the junk, got it cleared up. second and latter Boat sailing with wind. Saw @ Big steering N.E. Latitude 25° 00' wind East. Longitude 41° 23'

of Edgartown, M. V.

Wednesday Oct 12th 1881

Came with a strong wind from East, rainy at two P.M.
Came in quite good weather. Employed in Boiling Heavy
swell on, Midnight finished Boiling very rugged.
Turned up something over one hundred Barrels of
oil

Obs Latitude $26^{\circ}16''$
Longitude $42^{\circ}28''$

Thursday Oct 13th 1881

Came with a strong wind from East & S.E.
a very heavy sea on vessel boaling Back
steering S.West. second and latter parts much as
the first.

Friday Oct 14th 1881

Came with a strong wind from S. & N.E. dark heavy
looking weather. second and latter parts the same.

Lat $27^{\circ}35''$
Longitude $44^{\circ}45''$

Saturday Oct 15th 1881

Came with a strong wind from East clear weather
Employed in running oil below very rugged —
second and latter part much the same.

Employed in Coopering oil. Obs Lat $28^{\circ}36''$
Longitude $46^{\circ}53''$

Sunday Oct 16th 1881

Came with a fresh wind from N. & N.E.
smoky weather, steering S.W. & S. second and
latter parts much the same as the first saw several
hump back Whales.

Obs Latitude $30^{\circ}20''$
Longitude $49^{\circ}18''$

Monday Oct 17th 1881

Came with a fresh wind from N. East clear
weather, steering in shore so to have a smooth
sea tomorrow to strike our oil between deck
second and latter parts moderate, struck
down the oil we had on Deck. Obs Lat $31^{\circ}30''$

Longitude $50^{\circ}34''$

Tuesday Oct 18th 1881

Came with a light wind from South to S.West
quite warm, ship heading westward second
and latter parts most calm. Light airs from S. East

Obs Latitude $32^{\circ}11''$

Longitude $50^{\circ}21''$

Remarks On Bark Bounding Billow

Wednesday Oct 19th 1881

Came with a light breeze from S. East fine pleasant weather. Employed in various jobs — second and latter parts a strong wind from S. E. dark heavy looking weather saw Finbacks, Lat 32° 40'

Long 50° 05'

Thursday Oct. 20th 1881

Came with a strong wind from S. E. quite clear weather. Bark on a wind to S. W. S. second and latter parts headed up S. E. latter part a light wind Employed in various jobs Latitude 34° 08'

Longitude 51° 16'

Took the Whale to the land Friday Oct. 21st 1881

Came with a light wind most calm. Saw a sail to the S. East of us second and latter parts a fine breeze from S. S. W. good weather. at 12 on saw Sperm Whales Large Whales at 30 minutes P. M. landed the Whale took a large Whale to the second piece. Boat took it to the land, Lat 35° 00'

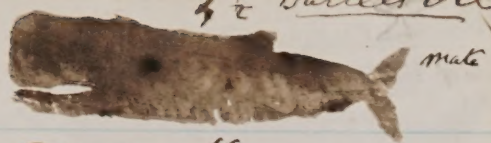
Longitude 50° 33'

Sunday Oct 23rd 1881

Employed in various jobs

Of Edgartown m. d.

185



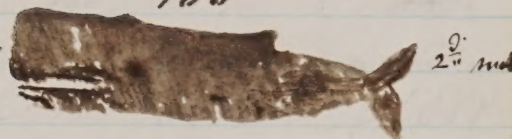
male

16



male

100



2^o male

102



2^o male

88 1^o male



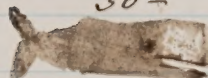
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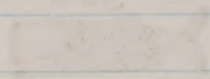
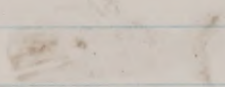
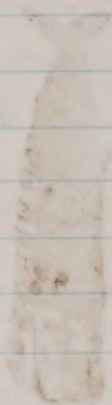
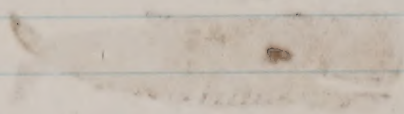
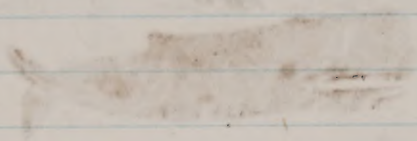
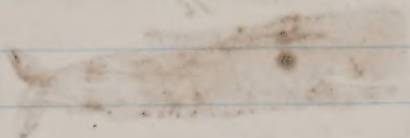
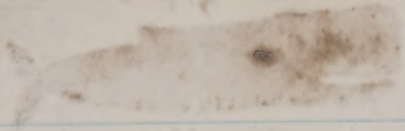
2^o male



30-

3 male

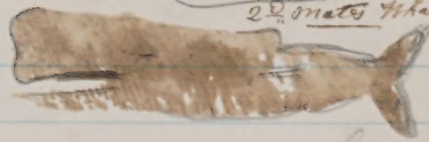




Remarks On Bt Bounding Billow.

18ⁿ

(100 Barrels) 00
2^d mate's share



Saturday Oct 22^d 1881

Came with a fine breeze from S West good weather
This P.M. took a large Sperm Whale to the second mate
Boat at 6 P.M. got it to the beach, and lay it for
the night. Daylight commenced cutting got his head
nearly off - ends with fine weather, Obs Latitude 35° 10'
Longitude 50° 50'

Sunday Oct 23^d 1881

Came as above Employed in cutting the above mentioned
Whale. This P.M. took in his Body and Junk, and
lay by for the night second, and latter parts a
strong wind rose in the Whales Case a very heavy
wave got it cleared away. Employed in Boiling

Monday Oct 24th 1881

Came with a strong wind from Northward
thick weather Employed in Boiling, second and
latter parts almost a gale wind rained to S East
much rain, Bad Boiling, it being thick got no
Obs.

Tuesday Oct 25th 1881

Came with a strong wind from S East heavy rain
at 6 P.M. set in a heavy gale, cooled down
throughout the night a heavy Gale. This Evening
I was struck in the Forward by the Mizzen -
- Staysail Sheet Block it knocked me down, and
cut my forehead I was very lucky I did not
fall overboard, the last 4 hours more moderate
commenced Boiling. Obs Latitude 35° 17'
Longitude 50° 23'

Wednesday Oct 26th 1881

Came with a strong wind from South Clear
weather Boiling, second and latter parts much as the
first a very heavy Sea on this A.M. run down 10 Barrels of
Sperm Oil in the after Hold. Obs Latitude 35° 21'
Longitude 50° 30'

Thursday Oct 27th 1881

Came with a strong wind from the South Clear weather
Bark under small sail Boiling Reading Eastward.
second and latter part Moderate, Employed in
Coopering Obs Latitude 35° 00'
Longitude 49° 24'

Remarks On Bark Bounding Billow

Friday Oct 28th 1881

Cont. with a light wind from S.S.W.
Employed in striking oil down ^{in the} Between
Decks second part wind increasing latter parts
a strong wind from West clear weather Lat 35° 50'
Longitude 49° 12'

Saturday Oct 29th 1881

Cont. with a strong wind from West clear
Bark heading South a heavy swell on from S.S.W. second
and latter parts good weather Employed in various jobs run down & getting
span oil. Saw a large ship to the East of us starting with us.
Saw several Finbacks (Whales) Ob Latitude 37° 00' Longitude 48° 45'

Sunday Oct 30th 1881

Cont. with a fresh wind from W.N.W. clear weather. Bark
on a wind to S.S.W. second and latter parts a gale of
wind a heavy sea on Bark under small sail Ob Lat 37° 40'
Longitude 48° 38'

Monday Oct 31st 1881

Cont. as above Bark heading Southward. under small sail
second and latter parts wind N.West, Lat 38° 30'
Saw lots of Finbacks (Whales), Longitude 48° 55'

Tuesday Oct Nov 1st 1881

Cont. with a strong wind from N.West, clear
weather; Bark steering S.W. a big bad sea on
second and latter parts Moderate with fine weather
Saw a Barkentine steering Southward wind hauled to S.W.
Ob Latitude 39° 38'
Longitude 50° 23'

Wednesday Nov 2nd 1881

Cont. with a light wind from W.S.W. by pleasant
Bark on a wind to the South passed through a big heavy
tide eye second and latter parts wind increasing
Saw Finbacks Ob Latitude 40° 00'
Longitude 51° 20'

Thursday Nov 3rd 1881

Cont. with a brisk wind from West heading Northward
on a wind to South & West, saw two Humpback Whales.
latter part a light wind Ob Latitude 41° 13'
wind N.East,

On a Whaling Voyage, To the Arctic Ocean,

Friday Nov 4th 1881

Comm. with a brisk wind from N. East dark looking weather. Ship steering N. S. W. Employed in setting up the main head stags. Second part wind hauled to S. S. W. and set in a Gale of wind. Latter part quite a heavy gale, heavy rain throughout the night and with a clear gale. Obs Lat $41^{\circ}42'$
Longitude $59^{\circ}25'$

Saturday Nov 5th 1881

Comm. with a gale of wind from N. S. W. Bark heading South a heavy sea on, second part wind hauled to N. S. W. so continued. Obs Lat $42^{\circ}15'$
Longitude $52^{\circ}42'$

Sunday Nov 6th 1881

Comm. with a strong wind from N. S. W. heavy dark looking weather. Bark steering S. W. by S. spit of rain. Second part clear, just a whole sail breeze, daylight wind came to West and came in almost a gale. Bark under small sail to the S. S. W. Obs Latitude $43^{\circ}44'$
Longitude $52^{\circ}53'$

Monday Nov 7th 1881

This 24 hours strong winds Lat $45^{\circ}00'$
Longitude $54^{\circ}41'$

Tuesday Nov 8th 1881

Comm. with a strong wind from West clear weather, close hauled to S. S. W. second and latter parts more moderate wind N. West. a heavy head sea on, Obs Latitude $45^{\circ}38'$
Longitude $56^{\circ}33'$

Wednesday Nov 9th 1881

Comm. with a brisk wind from N. West. spit of rain at 3 PM commended to moderate bark steering S. W. by W. second part a light wind, wind hauled to South, steered N. S. W. Obs Lat $46^{\circ}00'$
Longitude $58^{\circ}45'$

Thursday Nov 10th 1881

Comm. with a strong wind from South, second part most calm, the last part a strong wind from S. S. W. Obs Latitude $46^{\circ}38'$
Longitude $60^{\circ}00'$

Remarks On Bk Bounding Billou of Edgastou

Friday Nov 11th 1881

Comd with a strong wind from S.W. & heavy weather at 1 P.M. came into green water. Bark heading W. & second part a dead calm, latter part a light wind from N. East, kept the vessel W.S.W. Lat $45^{\circ}25''$

Longitude $61^{\circ}45''$

Saturday Nov 12th 1881

Comd with a fine breeze from N. East Pleasant weather second & latter parts very pleasant. Obs Latitude $45^{\circ}19'$

Longitude $64^{\circ}05''$

Sunday Nov 13th 1881

Comd with a light wind from S.W. very Pleasant one ship in sight to the South of us, second part wind N. West, but soon hauled to S.West, clear weather. Obs Lat $45^{\circ}26''$

Longitude $64^{\circ}40''$

Monday Nov 14th

Comd with a light wind from S.W. fine pleasant weather, second and latter parts much the same, saw a sail to the East of us steering to the Southward.

Obs Latitude $49^{\circ}50'$

Longitude $64^{\circ}10'$

Tuesday Nov 15th 1881

Comd with a moderate wind from S.W. fine pleasant Bark close hauled to S. East, at 6 P.M. Bordered the English Barque Carmelita of "Halmouth", England, 68 days out Bounding to "St. De. Lucepel." (Chaili) sent letter to the forward home from that Port per mail, latter part a strong wind

Obs Latitude $51^{\circ}41'$

Longitude $64^{\circ}08'$

Wednesday Nov 16th 1881

Comd with a strong wind from N.W. clear weather, Bark on a wind to South, same vessel in sight midnight almost a calm latter part a fresh breeze from N.W. good weather. Same vessel in company

Obs Lat $53^{\circ}12'$

Longitude $64^{\circ}48''$

Outward Bound on a Whaling Voyage To the Arctic

Thursday Nov 17th 1881

Comm. with a fresh wind from North, good weather Bark heading S.E. & bound to the East by Stater Island at 6 P.M. the land Stater Island, Behring from East to South. kept the Bark to the South with the intention of passing through the Straits at 9 P.M. set in. Thick so that it best to lay by for the night soon set in a gale of wind from N.N.E. came in dark heavy cloudy weather thought it best to steer to the Eastward so to pass to the Eastward of Stater Island. We passed the Is. at 8 A.M. and we were very fortunate in getting past the Island as it came in thick and rainy. No ill. after passing the Island we steered South to get an offing.

Friday Nov 18th 1881

Comm. with a strong wind from N.N.E. thick rainy weather. But it is all right for us as we now can make Westing. I find the "B. Billion" is a fine vessel in heavy weather, second part almost calm, latter part a light wind from N.East good weather Stater Island in sight Behring by Compass N.E. 1/4 W. Distance 50 miles by Obs — Obs Latitude 55° 44' Longitude 64° 23'

Saturday Nov 19th 1881

Comm. with a light wind from N.East around to S.East some fog and spits of rain. Bark steering S.W. 1/4 S. Sunset quite a smart breeze. Midnight wind very light latter part the same. Saw the same vessel we spoke of above which we put letters on Board of. The Land in sight Behring from W.S.W. to North. Obs Latitude 55° 54' Longitude by Chronometer agrees with the Obs. Longitude 66° 28'

Sunday Nov 20th 1881

Comm. with a fine breeze from S.East fine Pleasant weather Bark steering S.W. 1/4 W. by Compass at 4 P.M. Cape Horn, ad Horn & Baker by Compass W.S.W. Distance say 35 miles. Two Bessies in company steering with us. I feel very thankful that we are having this fine run up to the Cape. Saw an English Bark named "Steering Northward" through the night a smart breeze from S.East rainy at 5 1/2 A.M. Saw the Diego Ramirez Is. past to the North of them at 8 A.M. at this time wind at North raining one vessel in company got an ill found

Remarks On Bark Bounding Billow

Monday Nov 21st 1881

Cont. with @ Smart breeze from WNW, Bark on @ wind to S West second and latter parts light squalls of wind and rain, Bark under all sail.

Obs Latitude $59^{\circ}05'$

Longitude $74^{\circ}00'$

Tuesday Nov 22^d 1881

Cont. with @ strong wind from NWN, frequent squalls of light rain other was pleasant Bark close hauled to SWN today we are seven days from the Lat of 5000 in the Atlantic, we are fortunate in getting so fair West second and latter parts @ moderate gale of wind some heavy squalls of rain & hail same vessel in sight (Carmelita)

Obs Latitude $59^{\circ}45'$

Longitude $76^{\circ}20'$

Wednesday Nov 23^d 1881

Cont. as above heavy weather, Bk close hauled to the S West sunset came in Bad looking weather, one vessel close hauled to in sight, the Barometer down to 29 inches, weather Bad through the night the wind hauling clear around the compass, at 4 AM came in @ steady breeze from NWN, Bark on @ wind to West we are very fortunate in getting to the Westward set all sail the Barometer still down to 29 $\frac{1}{2}$ - latter part squalls of fine rain

Obs Latitude $59^{\circ}36'$ Longitude $79^{\circ}02'$

Thursday Nov 24th 1881

Cont. with @ strong wind from WNW frequent squalls of fine rain Bk close hauled to S West same Bark in company, which is not the "Carmelita" which I supposed to be yesterday, we now want the wind to the South or S West second part squalls latter part good weather two vessels in company the Barometer still down to 29 $\frac{1}{2}$ -

Obs Latitude $59^{\circ}49'$

Friday Nov 25th 1881

Cont. with @ fresh wind from WNW good weather the sea has gon down @ great deal 3 vessels in company one @ very large ship with Double Topgallant yards, at 8 AM most calm, boarded the Clipper Ship "Medea" and from Liverpool Bound to San Francisco, Cal sent letters by her. to my Wife & Children end with @ dead calm.

Obs Latitude $58^{\circ}03'$

Longitude $83^{\circ}20'$

Coat measure
from middle seam
of back to wrist
Pants inside seam if
long pts of short outside seam

Of Edgartown, N. H. Map—

Saturday Nov 26th 1881

Came with a light air from S.S.W. fine weather kept the Bark N.W.B. N. I am now in hopes to have a run down the coast if so we are very fortunate. second part headed N.W. by N. a smart wind, latter part wind hauling Northward same vessel in sight. Obs Latitude $54^{\circ}15'$
Longitude $74^{\circ}15'$

Sunday Nov 27th 1881

Came with a strong wind from N.W. by N. dark heavy looking weather. Bark on a wind to the Northward second and latter parts almost a gale, thick foggy weather. Estimated Latitude $54^{\circ}10'$
Longitude $72^{\circ}30'$

Monday Nov 28th 1881

Came with a strong wind increasing Bark heading N.W. West, by the wind, second and latter parts rainy. A being thick we got no Obs. Estimated Latitude $52^{\circ}30'$
do Longitude $81^{\circ}20'$

Tuesday Nov 29th 1881—

Came with a strong wind with much rain cold dark looking weather, wind at N.W. West. Bark on a wind to the North & East, at 5 P.M. wore ship and headed N.W. by N. some knocked off more ship and headed N.W. West wind S.W. by W. latter part a whole sail breeze, heading North. Obs Latitude $52^{\circ}00'$
Longitude $80^{\circ}07'$

Wednesday Nov 30th 1881

Came with a brisk wind from N.W. by N. Bark close hauled to the North good fair weather. am now in hopes to have a run down the coast, second part almost a gale of wind, latter part wind West hauling southerly. Bark steering N.W. by N. — Obs Latitude $51^{\circ}27'$
Longitude $78^{\circ}37'$

Thursday Nov Dec 1st 1881

Came with a gale of wind from W.S.W. frequent heavy squalls of wind and rain. Bark steering N.W. by N. under close reefed topsails and reefed courses, I find the air much warmer than it has been, second part moderate, latter part wind N.W. by N. fine clear weather. Obs Latitude $48^{\circ}47'$
Longitude $78^{\circ}00'$

Remarks On Bk Bounding Billow, & Edgerton

Friday Dec 2^d 1881

Comd. with a fresh breeze from N. West. at 3 P.M. tacked to the Westward. Barometer at 30.2 tenths - wind increasing second and latter parts wind at West heavy squalls of wind and rain. Bark heading North and N. by W. Obs Latitude $48^{\circ}20'$
Longitude $78^{\circ}07'$

Saturday Dec 3^d 1881

Comd. with a gale of wind from West. very unpleasant. Bark under small sail to the North at 6 P.M. the wind hauled to S. West set in very heavy squalls of wind and rain. Turlled the Fore-Topsail and steered N. West. Van carry sail on the Bark very heavy second and latter parts heavy squalls of rain, hail, and wind. Safe horn on a small scale, wind S. West - Obs Latitude $46^{\circ}12'$
Longitude $79^{\circ}24''$

Sunday Dec 4th 1881

Comd. with a gale of wind from S. West, heavy squalls of wind & rain. Bark running N. by W. under small sail. She runs very well & a little damp, second part the wind shifted to N. West. But soon commenced to go back to N. S. W. latter part thick and rainy, it being thick we got no Obs. Estimated Latitude $44^{\circ}10''$
Do Longitude $76^{\circ}30''$

Monday Dec 5th 1881

Comd. with a strong wind from W. S. W. rainy weather, Bark on a wind to N. W. by E. shall not stop hereabout long, second and latter parts wind at S. West daylight tacked the Bark North, ends with heavy weather. Obs Latitude $42^{\circ}53'$
Longitude $76^{\circ}08'$

Tuesday Dec 6th 1881

Comd. with a strong wind from S. W. by W. with squalls of fog. this P.M. saw a Bark vessel, steering E. by S. - we steering North of Compass with the intention of touching at the Island of Mocho. for recruits, second and latter parts more moderate wind W. by S. with squalls of fog. Obs Latitude $39^{\circ}20''$
Longitude $74^{\circ}46''$

Bound down the Coast of Chili,

Wednesday Dec 7th 1881

II

Came with a brisk wind from W.N.W. squalls of fog
This P.M. saw several large sperm whales. took one to
the 3^d mates Boat, at 8 P.M. got it to the Bark, put two
Trunk Chances on her, and lay by for the night. I should
judge the whale would make about 85 Barrels of oil. A
good whale if we can only have good weather to cut
it in. second part wind very light, also the latter part
with a tremendous swell on at six A.M. commenced
cutting, (by Bad cutting) Obs Latitude $38^{\circ}39'$
The Island of Mocha in sight Longitude $74^{\circ}25'$



Thursday Dec 8th 1881

Came with a light wind from West, Employed in
cutting the above mentioned whale, at 7 $\frac{1}{2}$ P.M. finished
cutting a nice whale, at this time the wind hauled
to N.W. with Bark heading to the South & West.
second, and latter parts quite a brisk wind
the last six hours steered to the North wind W.N.W.
Employed in clearing away the hose and junk of
the above mentioned whale foggy with some
fine rain, it being thick we got no obs.
Estimated Lat $38^{\circ}50'$
do Longitude $75^{\circ}00'$

Friday Dec 9th 1881

Came with a light wind from W.N.W. squalls
of fog, Bark heading to the Northward. Employed in
Boiling the junk and hose cleared away
second part rainy, latter part good weather, Obs Latitude $38^{\circ}39'$
Longitude $74^{\circ}18'$

Saturday Dec-10th 1881

Came with a moderate wind from N.West, good weather
at 2 P.M. saw Mocha Is. bearing by Compass N. 88 E. 7 N
distance about 15 miles. second and latter parts most calm, with a
heavy swell, finished Boiling the blubber of the last mentioned whale a
good whale, Mocha Island at meridian, in sight bearing by Compass N. 88 E.
distance say 20 miles Obs Latitude $38^{\circ}26'$
Longitude $74^{\circ}30'$

Remarks On Bt "Bounding Billion" of Edgartown,

Sunday Dec- 11th 1881

Came with a light breeze from the N.W. fine pleasant weather kept the vessel N.W. have given up the idea of touching at the Island of Mocha, I will now work to the Northward while the weather is fine am in hopes to see more sperm Whales soon. Obs Latitude $37^{\circ}31'$
The Land in sight to the E. & East, Longitude $74^{\circ}30'$

Monday Dec 12th 1881-

Came with a moderate wind from West fine pleasant weather Bt heading N.W. Saw a Bark steering N.E. through the night headed N.W. latter part much as the first, saw a Bark steering N.W. Obs Latitude $36^{\circ}06'$

Tuesday Dec-13th 1881

Came with a brisk wind from S.W. fine pleasant weather Employed in running down the oil from the last whale stowed 98 Barrels - a good lift, second part wind S.W. Ship headed up N.W. latter part wind N.W. Obs Lat $34^{\circ}25'$
Longitude $79^{\circ}07'$

Wednesday Dec 14th 1881

Came with a moderate wind from N.W. Bt close hauled to the N.W. at 9 P.M. the wind hauled to S.E. headed up S.W. until 1 A.M. then steered N.W. daylight. The Island of Juan Fernandez in sight bearing by compass N.W. & distance 20 miles, run down to the harbor, went on shore could not obtain any recruits they had a few Irish Potatoes planted they looked well and would be ripe about the 1st of February, I purchased two small sheep, and about 4 or 5 bushell of young Irish Potatoes, had one boat in fishing came to anchor at 11 A.M. returned to the vessel and steered to the N.W. now bound down to the off shore whaling ground.

Thursday Dec 15th 1881

Came with a fresh wind from S.E. good weather Bt steering N.W. a big heavy swell, second and latter parts much as the first
Distance run 190 miles Obs Latitude $30^{\circ}23'$
Longitude $78^{\circ}20'$

Bound Down the Coast of Peru —

Friday Dec 16th 1881

Came with a fresh wind from S, East good weather, warm enough, Bark steering North, — second and latter parts fine pleasant weather, —

Obs Latitude $29^{\circ}33''$ Longitude $77^{\circ}15''$ Saturday Dec 17th 1881

Came with a brisk wind from S, East very pleasant. Saw a Large Bark steering to the Westward, we steering Northward, second, and latter parts light wind

Obs Latitude $25^{\circ}28''$ Longitude $77^{\circ}20''$ Sunday Dec 18th 1881

Came with a light wind from S, E & cloudy, Bk steering North, I want to touch at Payta or Tombere for recruits, second and latter parts a fine brass cloudy weather, —

Obs Latitude $23^{\circ}45''$ Longitude $77^{\circ}17''$ Monday Dec-19th 1881

Came with a brisk wind from S, East cloudy, But good weather, Bark steering N, E, W, am in hope to see sperm Whales soon, second and latter parts much as the first. Lat $21^{\circ}30''$ Saw two Barks heading westward.

Longitude $77^{\circ}37''$ Tuesday Dec-20th 1881

Came with smart breeze from S, E & cloudy weather, Bk steering N, E, W, W, second and latter parts Moderate, no Bk, Est. Lat $19^{\circ}25''$

do Long- $77^{\circ}50''$ Wednesday Dec-21st 1881

Came with a moderate wind from S, E & cloudy weather. Employed in various jobs, second and latter parts much the same. Lat $17^{\circ}50''$

Longitude $78^{\circ}35''$ Thursday Dec-22nd 1881

Came with a light wind from S, East fine pleasant weather. Bk steering N, E, W, making over a spar for a Lower Top sail yard forward also doing some blacksmithing on a small scale

second and latter parts more wind, Latitude $16^{\circ}30''$ Longitude $79^{\circ}03''$

Remarks On Bk "Bounding Billow", of Edgartown

Friday Dec-23rd 1881

Cont. with a brisk wind from S. East, fine pleasant weather
Bark steering N. by W. by W. second and latter parts much the same
Obs Latitude $14^{\circ}45'$

Longitude $79^{\circ}28'$

Saturday Dec-24th 1881

Cont. with a Moderate wind, good weather Bark Steering N. by W.
second, and latter parts much the same, Raising the
Reef out side, repairing the Tarp to the upper Topsail yard

Obs Latitude $13^{\circ}16'$

Longitude $79^{\circ}56'$

Sunday Dec-25th 1881

Cont. with a brisk wind from the S. East cloudy
Bk steering N. by W. by W. I am in hopes ere another
Saturday night comes round we shall have lucked
at Port Payta, for recruits, and to forward letters
home, second and latter parts the same, Obs Lat $11^{\circ}28'$

Longitude $80^{\circ}16'$

Monday Dec-26th 1881

Cont. with a smart breeze from S. East fine
pleasant weather. Bark steering N. by W. under all
sail, second and latter parts the same, Lat $9^{\circ}10'$

Longitude $80^{\circ}45'$

Tuesday Dec-27th 1881

Cont. with a fine breeze from S. East good
weather, Employed in various jobs, steering N. by W. by W.
second and latter part a light wind, Obs Lat $7^{\circ}37'$

Longitude $81^{\circ}20'$

Wednesday Dec-28th 1881

Cont. as above, This P.M., Lowered our Boat for
Blackfish took one, & to the second mates Boat,

second and latter part wind very light, Obs Lat $6^{\circ}42'$

Longitude $81^{\circ}25'$

Thursday Dec-29th 1881

Cont. as above Bk steering N. by E under all sail
second part wind very light got close in to the surf
banded off shore, latter part run the coast along. Over
passed past Aguja Point, the Land being so near we
not get any Obs.

On a Whaling Voyage, to the Arctic Ocean.

Friday Dec 30th 1881

Comd^r with a fresh Trade at South E. East. Bark running to the N. N. W. at dark luffed to the wind of Port. Pay^lo, second and latter part good Trade. stood in off the Harbor went on shore.

Saturday Dec 31st 1881

Comd^r with a brisk Trade wind. at 2 P.M. returned to the vessel purchased a lot of Sweet Potatoes and Onions, and got a Shipping List dated Dec 30th 1881 - also three New-York news papers, one dated Dec 10th, sold one second-handed Whale Boat Price \$50, at 3 P.M. took our departure for the Line and off shore Whaling ground. Midnight quite moderate latter part the same. Obs Lat 4° 33' Longitude 83° 45'

Sunday January 1st 1882

Comd^r with a moderate wind from the S. E. fine pleasant weather, course W. S. W. second and latter parts much the same, wind S. East. Obs Latitude 4° 28' Longitude 86° 28'

Monday Jan 2nd 1882

Comd^r with a fine breeze from S. East very pleasant Bk^t steering West^l under all sail, second and latter parts much as the first. Obs Latitude 4° 25' Longitude 88° 39'

Tuesday Jan 3rd 1882

Comd^r with a moderate wind from S. East, cloudy weather, shifted the course to N. West second and latter parts much the same - strong Tide rips. Obs Latitude 3° 00' Longitude 90° 35'

Wednesday Jan 4th 1882

Comd^r as above, second and latter parts the same, Lat 1° 52' Longitude 90° 55'

Thursday Jan 5th 1882

Comd^r with a light wind from S. East cloudy weather Bk^t steering N. N. W. second part rainy latter part the same. But commenced to light up saw the Land to the N. East of us. Obs Latitude 01° 27' South Longitude 92° 27' West

Remarks on Bk Bounding Billow of Edgartown

Friday Jan 6th 1882

Came with a light breeze from S.S.E. fine pleasant weather
Bk steering N.W. North by warm weather. Second and latter
parts some fine haws, and with clear weather. Bk Latitude $50^{\circ}35'$
Longitude $94^{\circ}28'$

Saturday Jan 7th 1882

Came with a brisk wind from S.S.E. good weather, Bk steering
N.W. S. no signs of sperm Whales, second and latter parts wind
very light Bk Latitude $00^{\circ}05'$ South. Longitude $95^{\circ}46'$

Sunday Jan 8th 1882

Came with a moderate wind from S.W. fine pleasant weather
Bk close hauled to the West by S. saw several Fin-Backs (Whales)
second and latter parts quite a brisk wind. Bk Latitude $01^{\circ}15'$ North
Longitude $97^{\circ}37'$ West

Monday Jan 9th 1882

Came with a brisk wind from S.W. very pleasant. Bk on wind to the
Westward. no signs of sperm Whales, second and latter parts much
the same, as the first. saw several Finbacks (Whales) Bk Lat $00^{\circ}08'$ North
Longitude $99^{\circ}33'$ West

Tuesday Jan 10th 1882

Came as above Bk heading S. West close hauled second
and latter parts wind light. saw several Finbacks (Whales)
Latitude $00^{\circ}20'$ South
Longitude $100^{\circ}51'$

Wednesday Jan 11th 1882

Came with a light wind from S.S.E. fine
pleasant weather, second and latter parts much the
same. Bk Latitude $00^{\circ}48'$ South Long $102^{\circ}03'$ West

Thursday Jan 12th 1882

Came as above. second and latter more wind
Employed in various jobs. Bk Latitude $1^{\circ}50'$ South
Longitude $103^{\circ}29'$ West

Friday Jan 12th 1882

Came as above a fine S. East wind very pleasant, steering S.W.
no signs of sperm Whales. But I am in hopes to see sperm Whales
the day after tomorrow as with this wind we shall be on what is
called the best of the off shore Whaling ground. second and latter
parts a fresh wind. Lowered the Boat for Blackfish as success
Bk Latitude $3^{\circ}23'$
Longitude $105^{\circ}23'$

Cruising for Sperm Whales.

Saturday Jan 14th 1882

Ther 24 hours Com^d with a fresh wind from S East good weather
 Bk on a wind from S S W, looking for Sperm Whales. 2nd & 3rd part
 second and latter parts much the same Lat $4^{\circ}40'5''$
 Longitude $107^{\circ}00'$

Sunday Jan 15th 1882

Ther 24 hours much as above - Lat $5^{\circ}30'$

I think we are to fair to the South Longitude $108^{\circ}00'$

Monday Jan 16th 1882

Com^d with a brisk wind from S East good weather
 Cruising for Sperm Whales, 2nd ground second and
 latter part the same Lat $4^{\circ}30'$ Longitude $108^{\circ}04'$

Tuesday Jan 17th 1882

Com^d with a fresh wind; cruising second and latter parts
 more moderate, no signs of Sperm Whales. Lat $4^{\circ}13'$
 Longitude $108^{\circ}32'$

Wednesday Jan 18th 1882

Com^d with a brisk wind from S East by fine clear weather, cruising
 second and latter parts quite moderate no signs of Sperm Whales Lat $3^{\circ}45'$
 Longitude $108^{\circ}52'$

Thursday Jan 19th 1882

Com^d with a moderate wind from S East good weather, Bk on wind
 to S S West, second and latter parts by pleasant Lat $4^{\circ}42'$
 no signs of Sperm Whales. Longitude $110^{\circ}08'$

Friday Jan 20th 1882

Com^d with a brisk wind from S East fine weather
 cruising second and latter parts much as the first Lat $3^{\circ}46'$
 no signs of Whales. Longitude $110^{\circ}25'$

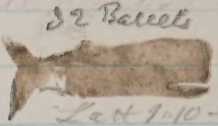
Saturday Jan 21st 1882

Com^d as above, good weather, second and latter part the
 same, no signs of Whales. Saw Blackfish Lat $2^{\circ}46'$
 Longitude $110^{\circ}00'$

Sunday Jan 22nd

Com^d with a brisk wind, stood to the N East all night
 latter part run off to the N E W saw Porpoises, Finbacks and
 two Turtles, a Ship passed us. Lat $1^{\circ}20'$
 Longitude $110^{\circ}00'$

Remarks on B^y Bounding Billow of Edgastown,
Monday Jan 23^d 1882

Comd. with a moderate wind from S.E. smoky weather, This P.M. saw and lowered our Boats for Sperm Whales two Boats each struck a Whale the Waste Boat got store by a loose Whale, the second mate saved his Whale, ^{32 Barrels}  A small Whale, there were quite a lot of Whales working slow to the Northward. Had the 3^d mate Boat not got store we should of secured four Whales latter part a light wind cut in the above mentioned Whale, - Obs Lat^d 01°00' South quite a swell on Longitude 109°50' West

Tuesday Jan 24th 1882

Comd. with a light wind from S.E. fine weather, cruising, second part calm, latter part a moderate breeze finished Boiling the Blubber from the above mentioned Whale, about 32 Barrels of Oil. Saw the carcass of the above mentioned Whale, also saw Blackfish, Lat^d 1°04' Long^W

Wednesday Jan 25th 1882

Comd. with a light wind from S.E. fine weather, second part calm lots of Blackfish around the vessel, latter parts quite a good breeze, Obs Latitude 00°42' South, Longitude 110°25' W

Thursday Jan 26th 1882

Comd. with a light wind, very warm, quite a swell on second and latter parts much the same cooping Sperm Oil. - Saw Blackfish - Obs Latitude 00°41' South

Longitude 111°00' West

Friday Jan 27th 1882

Comd. with a light wind from South, fine weather. This P.M. saw & lowered our Boats for a School of Sperm Whales, took one to the 3^d mate's Boat took it to the vessel and cut it in, a small Bosk Whale, got it cut in at 7 P.M. middle and latter parts Employed in Boiling Obs Latitude: 00°36' Longitude 111°12'

Saturday Jan 28th 1882

Comd. with a brisk wind from S.E. fine pleasant weather Employed in Boiling second part finished Boiling, latter part wind light Employed in cooping Oil, Lat^d 00°55' South

Longitude 111°25'

Sunday Jan 29th 1882 (the time)

Comd. with a light wind from E.S.E. cloudy struck down several Casks of Sperm Oil, also hoisted up several Casks of Oil to Cooper second and latter parts much the same, Lat^d 00°55' South Longitude 112°01'

Cruising Near the Equator -

Monday Jan-30th 1882-

Cont. with a light wind from S East by warm weather, second part calm, latter part a light wind. Obs Latt 00° 25' - Long 112° 16'

Tuesday Jan-31st 1882

Cont. with a fine breeze from S S E Employed in Coopering Spinn d^l second and latter parts much as the first Latt 00° 12' South Long 113° 35' 42'

Wednesday Feb 1st 1882-

Cont. with a brisk wind from S East fine weather, Cruising one Sines of Whales, Employed in Coopering we finished the d^l between decks, now we have it in good order to ship home. Obs Latitude 00° 31' S - Longitude 114° 11'

Thursday Feb 2^d 1882

Cont. with a fine breeze from S East pleasant weather, finished striking ^{over} all the d^l. So now I am in hopes soon to get another cut of d^l to make up say four hundred Barrels we now have about 370 Barrels, I hope I am thankful for so good success, second and latter part much as the first saw a Beull to the South of us staring Northward Latt 01° 30' Longitude 115° 19'

Friday Feb 3^d 1882

Cont. with a brisk wind from S East very pleasant cruising, this P.M. Boarded the above mentioned Beull it proved to be the Bark - 'Lorraine', of London, Bound to San-Francisco (Cal) Sent one letter to my Dear Wife, my Longitude agreed very well with that, second part and latter parts much as the first This A.M. took three Blackfish Latitude 01° 10' South - Longitude 115° 40' West

Saturday Feb 4th 1882

Cont. with a moderate wind from S S E fine pleasant weather, cruising, second & latter parts much as the first Saw Blackfish. Obs Latt 00° 50' South Longitude 116° 47'

Sunday Feb 5th 1882

Cont. as above. Saw one Finback (Whale) also saw B. Fish second and latter parts much as the first Obs Latt 00° 55' S Long 117° 12'

Monday Feb 6th 1882

Cont. with a light brisk wind from S S E This P.M. Launched the Boat for B. Fish no success. Cruising, second and latter parts a Brisk wind - Boiled out the Blackfish Blubber from the last 3 fish. Obs Latt 00° 42' S - Longitude 117° 42' W

Tuesday Feb 7th 1882

Cont. with a Brisk wind from S East fine clear weather Cruising second and latter parts much the same, Employed in middle striking a Fore-Top-sail Latt. 00° 20' S Long. 118° 46'

Remarks On B^l "Bounding Billou" J. Edgastoun
Wednesday Feb 8th 1882

This 24 hours Cont. with a brisk wind from S East fine weather, Cruising. second and latter parts much as the first, Except a shower of rain. Obs Lat 35 miles S - Long. 120° 00' West
Thursday Feb 9th 1882

Cont. with a brisk wind from S East Cloudy weather Employed in altering a Whole Fore-Top-sail into upper and Lower Top-sails second and latter parts a light wind, Obs Lat 00° 55' South
Longitude 121° 08' W

Friday Feb 10th 1882

Cont. with a moderate wind from S, S E very warm, Employed in repairing sails getting them ready for an Arctic cruise. I think I will haul to the Northward tomorrow night as I want to leave the Sandwich Island for the Arctic one of the first vessels. second and latter part much as the first. Lat 00° 15' N
This A.M. Boarded the English Bark Rosa Bonheur, Longitude 121° 57' of Liverpool. From San Francisco (Cal), Bound to Harver, France

Saturday Feb 11th 1882

Cont. with a brisk wind from S East fine pleasant weather. This P.M. I have decided to take my departure for the Sandwich Is. second and latter parts much as the first. Lat 00° 07' North
Longitude 123° 47' West

Sunday Feb 12th 1882

Cont. with a brisk wind from S East fine weather, now Bound to the Sandwich Islands, second & latter parts a good smart breeze, steering N. by W. Lat 03° 25' North
Longitude 124° 37' West

Monday Feb 13th 1882

Cont. with a brisk wind from S East squall of light rain second and latter parts quite moderate, Obs Lat 05° 20' Long 126° 15'

Tuesday Feb 14th 1882

Cont. with a light wind from S East very warm, Employed in putting a new Bunt (sail) in a Fore-Top-gallant-sail. second part some rain ends with a steady wind from East, Obs Lat 6° 41' Longitude 126°

Wednesday Feb 15th 1882

Cont. as above second part showers of rain. latter part a good Fresh Breeze, from E by S. Obs Lat 08° 07' Longitude 127° 05'

20⁵
Towards the Sandwich Islands

Thursday Feb 16th 1882

Contd with a strong wind from E & E good weather, Bark steering N West, under all sail second and latter part heavy wind, and a Bad cross sea, Lat 9° 47' Longitude 130° 00'

Friday Feb 17th 1882

Contd with a strong Trade shortened sail down to Double reefed Topsail, steering N N W, squalls of wind and small rain, second and latter part the same. Obs Latitude 11° 30' - Longitude 132° 50'

Distance run 200 miles.

Saturday Feb 18th 1882

Contd with a strong Trade wind N East, Topgallant sail - hanked course N N W, a Bad sea on, second and latter part much as the first. Obs Latitude 12° 53' - Longitude 135° 46'.

Distance run 200 miles -

Sunday Feb 19th 1882

Contd with a strong wind from N East - Bark steering N N W Topgallant sails hanked, second and latter part not quite as strong wind Lat 15° 18'

Distance 206 miles course true N N W by W

Longitude 138° 14'

Monday Feb 20th 1882

Contd with a strong wind from E & E fine Pleasant weather, Bark steering N by E, under all sail, I will see how great a Distance we can make in the next 24 hours, second and latter part much as the first. The "B Billon" - can run Eleven knots

Distance run 250 miles course W N W by W

Obs Lat 16° 00' Long - 142° 52'

Tuesday Feb 21st 1882 -

Contd with a strong wind from East, clear weather course N by E second and latter part much as the first. Obs Lat 17° 48'

Distance run 253 miles - course made good N N W - Longitude 146° 53'

Wednesday Feb 22nd 1882

Contd with a strong wind from East. Bk under all sail steering N by N. second part squally, latter part more steady, shortened some sail.

Distance run 240 miles. Course true N N W - Obs Lat 19° 05' Long 150° 50'

Thursday Feb 23rd 1882

Contd with a strong Trade wind at East, course by compass N by E at 3 P.M. I judge the East End of Owhyhee Is. to be by compass N N South distance 230 miles second and latter part much as the first

Distance run 240 miles. we have run 1793 miles in Eight days

Obs Latitude 20° 30'

Longitude 154° 40'

Remarks on B. "Banding Billow" of Edgartown, M. I.
Friday Feb 24th 1882

This 24 hours Com^d with a fresh wind from N. East good weather dark heavy cloud hanging over the Land. B. steering N. by E. at 10¹/₂ P.M. luffed the Bark to the wind to the Northward at one A.M. saw the East end of Monomoy bearing by Compass West distance say 10 miles at daylight kept the Bark to the Southward run along the West side of Cubyhu Is. Ls Lat 19° 58' Longitude 156°

Saturday Feb 25th 1882

Com^d with a big heavy cold wind almost a gale vessel running 12 knots the hours at dark got most down to Karakua Bay, Layed off the Bay during the night heavy draught off shore a strong current setting to the N. West latter part light airs almost calm off the Port.

Sunday Feb 26th 1882, Sea accords at 3 o'clock P.M. took a sea breeze from the S.W. kept the Bark for the Port. This P.M. spoke the Bark "Mabel", Will. Master from New Bedford Bound to the Arctic Ocean.

I have not written up this journal for some time, we anchored at Karakua Bay, we took on Board a supply of Fresh Water & Panted over Board, I found out the most of my crew intended to desert, I thought it best to take the anchor, on the 2^d of March we left the Bay for Honolulu.

Remarks On Bt "Bounding Billow" of Edgerton
 Sunday March 5th 1882 (Civil time)
 at 12 M, we came to anchor out side the Reef
 of Honolulu, I went on shore —

Monday March 6th 1882
 at 7 A.M, raised the anchor the Pilot took
 the "B. Bellow" to the Wharf in the Inner Harbour,
 hoisted the Oil and Landed it on the Dock for
 Shipment.

We Layed at the Dock three days
 then took the vessel out side, and was
 obliged to stop out side untill the 22^d, for
 our Irish Potatoes which came down by the
 San Francisco Steamer on the 20th on the 22^d,
 we took our departure for the Arctic Ocean
 we have had a long passage up to this Lat of 45° 00' Long 170° 20'

Saturday April 8th 1882 - (Sea Time)
 The 24 hours Come with a Moderate wind
 from N.East thick with fine rain, Bark-
 steering N, N.W at 9 P.M wind left

Sunday April 9th 1882 - (Sea Time)
 Come with Dark heavy foggy weather much fine rain, hard getting to
 the Northward, second part most calm. Daylight took a light wind
 from Westward, soon set in a strong wind ends with clear weather.
 North - Obs Latitude 45° 08' Longitude 169° 48'

Monday April 10th 1882 -
 Come with a strong wind from N.W. Bark on a wind to the
 North, under snibble sail. clear weather, at 9 P.M, wind
 hauled to N.West, and set in a Gale of wind, shortens
 sail latter part heavy squalls of wind and rain
 the sun showing herself at times, no obs a smart Gale

Tuesday April 11th 1882
 Come with a smart gale of wind from N.West, Bark —
 under small sail drifting off to the Eastward, quite
 cold weather - second and latter part much as the first
 no obs

Remarks on Bark "B. Buller" of Edgartown Mass.
Wednesday April 12th 1882
The 24 hours with a Gale of wind from N West, very
unpleasant weather cold for this Latitude, second part
commenced to moderate latter part quite moderate Bark
heading up North & N by E. Lat. Latitude 45° 30'
Longitude 169° 50'

Thursday April 13th 1882
Cont. with a moderate wind from NW, W Bark close
hauled to the North and N by E slow progress, second
part wind to S West, But soon hauled to
the N West again so continued the remainder
of the 24 hours. Lat. 47° 05' - Longitude 169° 23'

Friday April 14th 1882
Cont. with a fresh breeze from N West -
hauling to the Eastward, at 3 P.M. set in
sloop with sheet, dark wind at N by East
shortened sail to heavy swell from N West

Saturday April 15th 1882
Cont. with a gale of wind from S, S.W. with rain, Bark -
staring N. W. at 4 P.M. a heavy sea on, shortening sail
and buffed the bark to the wind heading NW by S, second
part wind hauled to N West and still blowing heavy
and with a clear gale, Lat. Latitude 50° 55' Longitude 170° 24'

Sunday April 16th 1882
Cont. with a Gale of wind from N West clear weather,
Bark under small sail. heading NW by East

I have not wrote up of late, The wind has
been mostly to the from S East to S West a part
of the time a Gale of wind with much rain
and thick weather, But not as cold as I
have had it hereabouts latter in the season
we have only had ice to make slity but once
since we came through the Isles Islands.

Sunday April 23rd 1882 (Sea time)

Comd with a Strong wind from S East with rain
 & heavy weather, Bark steering N.W. second and
 latter parts very unpleasant no Obs. Estimated Lat $59^{\circ} 30'$
 Longitude $179^{\circ} 40'$ East

Monday April 24th 1882

Comd with a Strong wind from S East, with much fine
 rain, lots of small Birds around, Bark steering N.W.
 Fore and Main Rigals set, second part Laying by for the
 night, Daylight steered off to the N West Lat $60^{\circ} 03'$ Longitude 178°

Tuesday April 25th 1882

Comd, as above working the Bark to the North West wind
 at South West, second and latter parts a Strong wind Lat $61^{\circ} 15'$
 Longitude $176^{\circ} 40'$ East

Wednesday April 26th 1882

Comd, with a Strong wind from S.S.W. steering the Bark N. East
 at 5 P.M. saw a Painter & Post Bark steering to the North
 at 9 " shortened sail for the night and headed E.S.E. at
 1 A.M. steered E.S.E. the Land in sight Cape Navarine
 bearing by Compass E.S.E. distance say 30 miles, at $11\frac{1}{2}$ A.M.
 stood close in with the Cape Bay thick and hazy tacked to the
 South the wind at this time being from the E.S. East no signs of
 Ice - saw the above mentioned sail to the Leeward of us -

Thursday April 27th 1882

Comd, with a Moderate wind from E.S.E. increasing Bark heading
 South soon set in a Gale with sleet and snow shortened
 sail heading South wind at E.S.E. very unpleasant, at 3 A.M.
 set subtle sail and headed to the N. East, dark muddy
 water, second at 10 A.M. came to light weather
 which indicates near the Land, it being thick fog & mists

Friday April 28th

Comd, as above, but Bad weather, this saw
 the Bark Helen Mar, of New Bedford, working to
 the Eastward, second part not as much upwind at
 4 A.M. saw the Land Cape Navarine bearing by
 Compass North distance say 15 miles. Set all possible
 sail to weather the Cape at 6 A.M. passed the Cape
 just cleared it a Tremendous swell running the
 remainder of the day steered N.N.E. saw the land
 all along the coast, got Obs found our Chronometers
 to be in error twenty seconds to fast corrected her

Remarks On Bt. Bounding Billow, of Edgartown. ^{and}

Saturday April 29th 1882

Cont. with a strong wind from S. E. & by very unpleasant, stirring
N. E. & S. E. by the wind & heavy swell on, no signs of ice —
second part commenced to moderate, Lay by for the night
Daylight saw two Barks to the Eastward stern, with us, at
11 A.M. saw five Bessels blocked in the ice 4 of them having
their sails furled, saw the first ice, the Seara, Cape Behring
Compass N. by West distance say 3 miles. The ice is very much
packed so that the wind at N. West fine clear
weather. Ob Lat^d 64° 30' Longitude 176° 25' West

Sunday April 30th 1882

Cont. with a light N. West wind, Bark heading in
for the Land second and latter parts much the same we
saw several Bo. Head Whales - saw the Bark "Helen War", late a whale
Cape Behring Baring by compass N. by W distance about 20 miles
saw the and spoke the Bark Northern Lights they took 300 Barrels
of Spence Oil, the between seasons.

Monday May 1st 1882

Cont. with a brisk wind from S. West clear weather
looking for Whales five Ships blocked in the ice - two men
climbed so all told, (beyond) second and latter parts with
increasing wind at N. by W

Tuesday and Wednesday 22nd - 23rd

A smart Gale of wind from the North which is opening
the ice - Bark under one Topsail and staysail 14 furlongs
in sight the Land Behring from N. W. to N. East we have
been and are now setting to the Southward today the 23rd,
our Latitude is 63° 54'

Thursday May 24th 1882

Cont. with a smart Gale of wind from the North
heavy squalls of wind at the Bessels working up under the
lee of the ice flows - our Bessel is loaded down by the ice making on
the head gear, the heaviest gale I ever experienced and the coldest time I ever
had South of Behring Straits saw several Bessels in with the ice.

Friday May 25th 1882

Cont. with a Gale of wind from the N. by W very cold thermometer
standing at or above zero - much ice made on the Bessel. second and
latter part much the same. saw five Bessels. Ob Lat^d 63° 00'
Longitude 177° 10'

Saturday May 6th 1882

Came with a Gale of wind from N.N.W. very unpleasant, off and on the ice, Bark's head gear loaded down with ice - I find we drift about 35 miles per day the ice comes with us - Barometer stands to 29 $\frac{5}{10}$ second and latter parts commenced to moderate saw fine seals, Obs Lat 62° 35' Longitude 174° 03'

Sunday May 7th 1882

Came with a fresh wind from N.N.W. this P.M. saw the Bark "Northern-Light" cutting a whale at five P.M. under took to go through a strip of ice got in a short distance found we could not make any headway backed her around and got out of it at 3 $\frac{1}{2}$ A.M. latter part fine pleasant weather saw six seals all trying to get to the Northwest Obs Lat 62° 33' Longitude 176° 53'

Monday May 8th 1882

Came with a light wind from N.West good weather working to the Northwest this A.M. we found a dead whale took it to the seal and cut it in, a very old (stinker) But was very fortunate in saving the head of Bone. Latitude 62° 45' Longitude 176° 10'

Tuesday May 9th 1882

Came with a brisk wind from S.East increasing common Boiling the blubber second and latter parts very unpleasant snow with sleet, finished Boiling it being thick got on obs.

Wednesday May 10th 1882

Came with a Gale from S.East very unpleasant off and on the ice - second and latter parts much as the first

Thursday May 11th 1882

Came with a fresh wind from S.East thick and snowing working the bark to the Northwest running between the flows of ice second part very unpleasant - latter part commenced to moderate pressed the Bark through several flows of ice, and got into much clear water, Obs Latitude 64° 00' Long

Friday May 12th 1882

Came with a brisk wind from S.East some snow and thick weather at 4 P.M. lited up a little came to the Eastern ice, a deep Bay, on the West side the ice - runs North and South -

2-21

6-38-10 - 36-47
1-25 12
6-38-41 36-59
2-14-02 56-70
4-22-09 78-10
171-29
85-44
48-45

25621
00933
8,87156
9,89613
19,01323
9,50661

Egno 15-42

2-29-44
15-42
2-14-02

11-44-09
3-39
11-49-46
1-1-58
11-49-44
90-00
78-10-16

Lat 56-20

Longitude
Oct 21st 1883

65-32 $\frac{1}{2}$

Time 8-31 1/2 Watch

12-50-20 - 31-32
1-29 12
12-44-51 31-44
8-27-55 56-50
4-20-56 77-52
166-28
83-14
51-30

26195
00976
9,09124
9,89354
19,23649
9,61824

8-43-44
15-49
8-29-55

Egno - 15-49

12-04-56
3-37
12-08-33
3-03
12-05-30
90-00
77-54-30
Lat 56-50

Longitude

Oct 25th 1883 - 65-14"

Time 8-49

13-07-56 - 33-87
1-29 12
13-16-22 33-49
8-45-54 56-50
4-20-33 77-59
168-35
84-16
50-27

26195
00976
6,99954
9,88909
19,15836
9,09518

9-01-36
15-42
8-45-54

Time 9-20

13-37-04 - 36-48
1-29 12
13-35-35 37-00
9-13-56 56-35
4-21-38 77-59
171-28
85-44
58-49

25907
00976
8,87156
9,87601
19,01640
9,50820
9-29-58
15-42
9-13-56

Longitude

Oct 25th 1883 - 65-08 $\frac{1}{2}$

Time 10-02

14-21-50 - 40-57
1-29 12
14-20-21 41-09
9-59-02 56-35
4-21-19 77-54
175-38
87-49
46-40

25907
00976
8,58089
9,86176
18,71148
9,35574

10-14-44
15-42
9-59-02

3-20

7-38-45 - 30-14
1-29 12
7-37-16 30-26
3-12-43 56-35
4-24-33 77-59
164-50
82-25
51-59

15-49
12-04-56
3-27
12-08-23
2-49
12-11-12
90-00
77-48-44

Longitude

Oct 25th 1883 - 65-19 $\frac{1}{2}$

Long, Oct 25th

66-08 $\frac{1}{2}$

8-48 Time

13-05-52 - 32-41
1-29 12
13-04-23 32-53
8-34-56 56-50
4-29-27 77-53
167-16
83-38
50-45

26195
01033
9,04490
9,88896
19,20614
9,60307

8-50-52
15-56
8-34-56

Egno 15-56

12-26-24
3-35
12-25-05
2-29
12-26-40
90-00
77-33-20

25907
00989
9,12047
9,89643
9,28586
9,65293

Longitude

Oct 26th

64-22 $\frac{1}{2}$

7-45

14-21-50 - 40-24
1-29 12
14-20-21 40-36
9-50-40 56-50
4-28-41 77-53
174-59
82-29
46-53

26195
01033
8,64256
9,86330
18,77814
9,58907

10-06-36
15-56
9-50-40

3-28-32
15-49
3-12-43

Long, Oct 26th

69-25 $\frac{1}{2}$

10.10

14"32.40 - 41"29

11.29 12

14"31.11 41"39

10"04.04 56.50

4"29.07 77.34

176.03

88.01

46.22

26195

01031

8,53919

9,85960

18,67105

9,33552

10"20.00

15.56

10"04.04

12"25.24

3"35

12"28.59

2.40

12"26.19

90.00

77.33.41

Long

89.00

15.56

Time & watch

6"26.16 38"39

11.29 12

6"24.49 38.49

1"56.16 59.05

4"28.31 77.28

193.22

86.41

47.52

26487

01047

8,76234

9,47016

18,90784

9,45392

2"12.12

15.56

1"56.16

12"25.24

3"35

12"28.59

7.40

12"30.39

90.00

77.29.21

Longitude Oct. 26th

69°08'

3

89.00

15.56

2.13 Time & Watch

6"36.24 - 39"86

1.29 12

6"34.55 39.48

2"06.56 59.05

4"29.59 77.28

192.21

86.10

48.22

26487

01047

8,82513

9,87356

18,97403

9,48901

2"22.52

15.56

2"06.56

12"53.13 - 31"23

11.29 12

12"51.43 - 31"35

8"21.11 59.30

4"29.33 77.14

166.19

83.09

51.37

Long

66.53"

Oct 27th

8"40.12

16.1

8"24.11

8.10 Time & watch

12"36.18 - 29.17

11.29 12

12"34.49 29.29

8"06.53 57.30

4"28.06 77.14

164.13

82.06

52.37

26978

01087

9,13813

9,90014

19,31892

9,65946

12"46.00

3"40

12"49.40

3"16

12"46.24

90.00

77"13.36

Lat 57.30

8.53 Time & watch

13"19.34 - 34.25

11.29 12

13"18.05 - 34.37

8"50.51 57.30

4"29.14 77.14

169.21

84.40

50.03

26978

01087

8,96823

9,88457

19,13347

9,56673

12"46.00

3.40

12"49.40

1"38

12"51.18

90.00.00

77.104.42

Longitude 69°01'

8"22.44

16.01

8"06.43

Long Oct 27th

66°48'

8"50.151

10.03

14"29.32 - 41"06

11.29 12

14"28.03 41.18

10"00.59 57.15

4"27.04 77.14

175.49

87.53

46.35

26682

01087

8,56945

9,86176

18,69628

9,34814

6"58.00 - 35"45

11.29 12

6"56.31 - 35"57

2"28.31 56.56

4"28.00 77.09

170.02

85.01

49.04

Longitude

66°48'

10"17.00

16.1

10"00.59

Time

9.40

Long Oct 27th

69°00'

89.00

16.01

2"43.32

16.1

2"28.31

10.05

16.06

14.21.00 - 31.03
 1.29 12
 14.19.30 41.13
 9.53.54 57.10
 1.25.39 70.52
 195.17
 69.38
 36.83

2.6584
 0.1161
 8.61389
 9.88972
 18.76296
 9.37638

10.10.00
 16.6
 9.53.54

13.06.15
 3.36
 19.09.45
 1.37
 13.08.08
 90.00
 76.57.52
 Lat 5.10

Long, Oct 28

66.24

2.30 Time
 6.47.10 - 36.44
 1.29 12
 6.48.41 - 36.56
 2.18.30 57.18
 4.27.03 76.48
 171.02
 86.31
 34.35

2.6741
 0.1163
 8.69304
 9.66821
 19.04029
 9.52013
 16.06
 13.06.15
 3.30
 13.09.45
 1.53
 13.11.38
 90.00
 76.48.22
 2.34.44
 16.06
 2.18.38

3.10 Time
 7.26.35 - 32.17
 1.29 12
 7.25.06 32.25
 2.55.55 57.20
 4.23.08 76.58
 166.37
 83.18
 50.49

2.6781
 0.1163
 9.06096
 9.88939
 19.23597
 9.61788
 3.16.04
 16.6
 2.59.58

Long, 66.55

8.45
 13.03.36 - 33.05
 1.29 12
 13.02.04 - 33.17
 8.33.10 57.25
 4.28.57 76.38
 167.15
 83.37
 50.20

2.6479
 0.1208
 9.04603
 9.88636
 19.21326
 9.60663

16.10
 13.26.17
 3.34
 13.29.51
 2.18
 13.27.16
 90.00
 76.52.44

Time 2.18
 6.37.30 - 38.07
 1.29 12
 6.36.01 - 38.19
 2.6.15 57.84
 4.28.47 76.36
 172.29
 86.14
 37.55

8.45 16.10
 13.26.17
 3.34
 13.22.43
 1.40
 13.24.23
 90.00
 76.35.37

Long, Oct 29

67.14

8.49.20
 16.10
 8.33.10

2.7058
 0.1199
 8.81752
 9.89050
 18.97059
 9.48529

2.12.23
 16.10
 9.06.14

Long Oct 29 1885

67.29

8.46
 13.18.32 - 34.16
 1.29 12
 13.17.03 - 34.30
 8.43.57 76.00
 4.33.08 76.13
 168.53
 84.21
 35.51

2.7579
 0.1265
 8.99322
 9.88330
 19.16500
 9.58250
 9.00.08
 16.14
 8.43.54

8.46.14
 13.46.09
 3.41
 13.49.48
 2.22
 13.47.26
 90.00.00
 76.12.34

9.30
 13.51.33 - 32.45
 1.29 12
 13.50.04 - 32.57
 9.48.18 57.00
 4.28.16 76.13
 172.10
 86.05
 38.08

2.7058
 0.1199
 8.83430
 9.89158
 18.88901
 9.49566
 9.184.28
 16.10
 9.18.15

Long, Oct 30

68.12

2.10
 6.31.22 - 39.14
 1.29 12
 6.29.53 - 39.26
 1.54.50 57.4
 4.35.03 76.09
 173.39

2.11.04
 16.14

1.54.50

68.45

Long, Oct 30

86.49
 32.23

Long, Oct 30

2.7660
 0.1281
 8.74454
 9.86652
 18.90077
 9.45038

16.14
 13.46.09
 3.41
 13.48.15
 1.35
 13.51.23
 90.00
 76.08.37
 Lat 58.04

13.33.00 - 34.51
1.29 12

13.34.25 - 35.03
5.50 75.53

4.49.01 16.4.46

84.23
59.20

27378
01332
8,99066
9,87996

14.06.43
3.40
14.09.23
2.22

14.07.01
90.00
76.52.59

9.25

13.48.45 - 36.30
1.29 12

13.49.16 - 36.42
8.59.16 57.43
75.60

4.48.00 170.18

85.07
38.25

72.15

9.15

13.41.55 - 35.47
1.29 12

13.40.26 - 35.59
8.54.00 57.50
75.53

4.46.26 165.42

84.51
58.16

9.01.44
16.16
845.28

27378
01332
8,95310
9,87690

19.11.710

9.55855

Long. Oct 31st

72.00

27378
01332
8,93007
9,87390

19.09107

9.54553

9.16.32
16.16
869.16

9.25

13.48.45 - 36.30
1.29 12

13.49.16 - 36.42
9.00.20 57.50
75.60

4.46.56 170.22

85.11
58.29

9.10.16
16.16
854.00

27378
01332
8,92411
9,87434

19.08555

9.54277

Long. Oct 30th

70.44

8.58.04
16.16

8.40.48

27378
01332
8,96905
9,98208

19.19822

9.58961

2.10

6.33.55 - 40.31
1.29 12

6.32.26 - 40.43
1.43.52 57.43
75.53

4.47.34 184.26

87.13
56.30

2.01.08
16.16
144.52

27357
01329
8,85252
9,86970

19.00908

9.50454

Long. Oct 30th

71.53

13.41.55 - 35.47
1.29 12

13.40.26 - 35.59
8.52.44 57.43
75.60

4.47.42 169.32

85.46
58.47

2.32

7.01.23 - 37.55
1.29 12

6.59.54 - 38.07
2.12.52 57.49
75.54

4.47.02 171.50

85.55
57.48

2.01.08
16.16
144.52

27357
01329
8,85252
9,86970

19.00908

9.50454

Long. Oct 30th

71.53

13.41.55 - 35.47
1.29 12

13.40.26 - 35.59
8.52.44 57.43
75.60

4.47.42 169.32

85.46
58.47

2.32

7.01.23 - 37.55
1.29 12

6.59.54 - 38.07
2.12.52 57.49
75.54

4.47.02 171.50

85.55
57.48

2.01.08
16.16
144.52

27357
01329
8,85252
9,86970

19.00908

9.50454

Long. Oct 30th

71.53

13.41.55 - 35.47
1.29 12

13.40.26 - 35.59
8.52.44 57.43
75.60

4.47.42 169.32

85.46
58.47

2.32

7.01.23 - 37.55
1.29 12

6.59.54 - 38.07
2.12.52 57.49
75.54

4.47.02 171.50

85.55
57.48

2.01.08
16.16
144.52

27357
01329
8,85252
9,86970

19.00908

9.50454

Long. Oct 30th

71.53

13.41.55 - 35.47
1.29 12

13.40.26 - 35.59
8.52.44 57.43
75.60

4.47.42 169.32

85.46
58.47

13 11 14 53 - 31 33
 12
 13 11 13 24 - 31 15
 8 11 14 14 - 75 3
 4 15 9 10 - 16 10 1
 82 32
 50 44
 Long. Nov 1st
 74 47 1/2

27277
 01393
 891959
 966917
 1928964
 9633138
 965582
 8 30 32
 16 18
 8 13 14

27378
 01393
 855605
 966915
 1901151
 950575
 9 30 32
 16 18
 9 14 14

9 35
 14 03 30 - 36 58
 12
 14 02 01 - 37 10
 8 11 14 50 - 75 11
 5 10 0 11 - 75 11
 170 25
 65 11
 14 01
 Long. Nov 1st 1853
 75 02 1/2

27277
 01393
 891959
 9669153
 1907982
 953891
 9 18 08
 16 18
 9 01 50

5126
 14 15 25 - 38 10
 12
 14 13 06 - 38 22
 57 50
 9 14 14 - 75 35
 4 59 42
 171 46
 65 53
 57 31
 Longitude Nov 1st
 74 55 1/2

Time 2 136
 7 18 52 - 39 52
 12
 7 17 28 - 38 04
 2 16 26 - 59 56
 5 00 33 - 75 29
 171 29
 65 44
 57 50
 Longitude Nov 1st
 75 14 1/2

27498
 01409
 889156
 966879
 1902942
 951571
 2 32 44
 16 18
 2 16 26

645
 11 50 55 - 20 22
 12
 11 49 26 - 20 31
 7 41 01 - 57 50
 4 08 23 - 74 35
 153 102
 76 31
 65 57
 27378
 01581
 935966
 991832
 1957559
 978778
 7 57 20
 16 19
 7 41 01

8 00
 12 42 00 - 26 54
 12
 12 40 31 - 27 06
 7 35 9 - 58 00
 5 05 22 - 75 15
 160 21
 60 10
 53 04
 Long. 76 20 1/2

27579
 01453
 923244
 990273
 1942381
 971275
 7 57 28
 16 19
 7 35 09

7 00
 12 08 08 - 22 21
 12
 12 06 39 - 22 33
 7 12 08 - 57 50
 4 54 31 - 74 38
 155 01
 77 30
 54 57
 27378
 01581
 933534
 991310
 1953803
 976901

8 30
 13 18 15 - 30 50
 12
 13 11 46 - 31 02
 8 6 31 - 58 00
 5 05 05 - 75 15
 164 19
 62 28
 51 06
 Long. 76 16 1/2

27579
 01455
 913630
 989112
 1931776
 965888
 8 23 00
 16 19
 8 06 41

27378
 01581
 933534
 991310
 1953803
 976901

7 12 08

4" 43

12" 48' 00 - 35" 11
1" 29 12
13" 46' 37 735.23
8" 39' 49 57" 10
5" 06' 48 75" 15
167 48
83 37
48 51

265-84
01455
902639
9189649
1918357
9159179

15" 03' 09
8.05
15" 07' 08
2.29
15" 04' 39
90" 00
75" 15.21

9" 40' 00

14" 46' 25 - 41" 13
1" 29 12
15" 44' 56 - 41" 25
9" 40' 00 57" 30
5" 03' 59 75" 15
74" 10
47" 05
45" 40

26978
01455
8,70658
9,85448
18,84539
9,42269
9.57" 16
16.19
9.40" 57

36° 42'

8" 56' 08
16.19
8" 39' 4.9

9" 01
14" 06' 48 - 37" 20
1" 29 12
15" 05' 19 - 37" 32
8" 59' 17 57" 10
5" 06' 02 75" 15
169.57

265-84
01455
844317
9186717
19,09093
9,54536

2.20
7" 25' 55
1" 29 12
7" 24' 26
2" 77' 38
3" 06' 53
191" 11
65.85
46" 49

26978
01523
8,88664
9,85288
19,09238
9,54712
2.3844
16.19
2.1734

Long, Nov 30
76° 30'

5" 32
14" 37' 30 - 40" 12
1" 29 12
15" 36' 01 50" 29
9" 26' 07 57" 00
5" 09' 05 75" 15
172" 44

265-84
01455
840189
9185608
18,93641
9,46820

8" 26
13" 33' 14 - 33" 20
1" 26 12
13" 31' 48 - 33" 32
8" 22' 37 57" 50
5" 08' 11 74" 38
166" 00
83" 00
4928

27378
01581
9,08589
9,85083
19,25631
9,62815
81138" 56
16.19
8.2237

Long, Nov 30
77° 16'

9" 40
14" 46' 25 - 41" 13
1" 29 12
15" 44' 56 - 41" 25
9" 36' 49 57" 00
5" 06' 03 75" 15
173" 40

265-84
01455
874226
9,85262
18,89332
9,43666

9" 36
14" 44' 20 - 40" 49
1" 29 12
14" 42' 51 - 41" 01
9" 38' 49 58" 08
5" 08' 02 75" 36
173" 25
86" 52
55" 61

27341
01588
8,93769
9,85583
18,88679
9,44339
9,5108
16.19
9.3448

Long 67° 02'

14" 44' 56 - 41" 25
9" 33' 23 56" 40
15" 10' 43 75" 15
173" 20
88" 40
45" 16

26003
01455
8,76551
9,85137
18,89046
9,44523

Long, Nov 30
77° 10"
2" 07
7" 14' 45 39" 45
1" 29 12
7" 13' 16 39" 57
2" 4' 37 58" 7
5" 08' 39 74" 33
172" 37
86" 18
46" 21

27721
01598
8,80928
9,85948
18,96245
9,48122
2.2056
16.19
2.0437

Long, Nov 30
77° 40'
7" 10
12" 17' 00 23" 51
1" 29 12
12" 15' 31 - 23" 03
9" 06' 29 57" 50
5" 08' 02 75" 30
156" 23
78" 11
54" 08

27378
01681
9,31129
9,90869
18,50969
9,75378

Long Nov 4th 1883
77° 06'
9" 31' 05 - 23" 48
1" 48 12
9" 29' 19 - 24" 00
4" 20" 53 58" 00
5" 08' 24 74" 33
156" 33
78" 16
54" 16

27579
01698
9,20826
9,90942
18,50945
9,75472
4" 37' 12
16.19
4.2053

Long, 77° 15'

7" 22' 48
16.19
01620

Long Nov 4th 1883
77° 06'

4" 37' 12
16.19
4.2053

Cgna-16.17		Time 2.12		26695 01666 16.17		5.28		10.37.35 1.29		15.30 12		16.40.14 3.38	
Dec		7.10.20		40.52		15.40.14		10.36.06		15.42		16.43.59	
15.05.36		15.40.14		7.10.20		15.40.14		5.25.27		57.23		3.52	
15.04.09		15.40.14		7.10.20		15.40.14		5.10.39		74.12		15.47.55	
9.05.09		15.40.14		7.10.20		15.40.14		Longitude		147.19		90.00	
3.08.02		15.40.14		7.10.20		15.40.14		Nov 5.1883		73.34		74.12.10	
Longitude		15.40.14		7.10.20		15.40.14		26640		01673			
Nov 5.1883		10.12.24		November 5.1883		16.17		7.09.39		9.44.92			
7.00.00		9.56.09		2.08		16.17		26041		9.92.810			
7.30		26118		7.09.20		16.17		01730		19.66315			
14.31.45		16.02.07		42.51		15.58.23				9.83.159			
1.55		16.02.07		43.03		3.44				5.44.144			
14.27.45		15.55.15		5.19.07		16.02.07				16.12			
9.11.36		15.55.15		5.19.07		16.02.07				(5.25.27)			
5.18.09		15.55.15		5.19.07		16.02.07							
Longitude		15.55.15		5.19.07		16.02.07							
Nov 5.1883		15.55.15		5.19.07		16.02.07							
7.9.32													
5.56													
10.50.12		15.06											
1.29		12											
10.49.09		15.16											
5.29.46		56.40											
5.19.21		74.58											
Longitude		72.56											
Nov 5.1883		57.38											
		26003											
		01733											
		9.46.78											
		9.92.67											
		19.69.62											
		9.83.58											
		5.46.06											
		16.12											
		5.28.48											

2"35

7"35"25 - 42"10

1"25 12

7"36"56 - 42"22

2"7"4 53"47

5"29"52 73"21

82"28" 171"30

Long. Nov 8th 85"45

43"23

25001

01860

886987

983688

897536

918768

2"23"12

16"8

2"09"04

Exp 16"08

18"33"52

3"38

16"37"30

1"40

16"39"10

90"00

73"20"50

Long. Nov 8th 1843

Nov 8th 1843

24798

01864

932083

989050

1947796

973898

4"25"56

16"8

4"09"48

219

Exp 16"08

16"33"52

3"38

16"37"30

2"44

16"40"14

90"00"00

43"19"40

Lat. 55"36

8"25

13"51"25 - 32"42

1"25 12

13"49"56 - 32"54

7"57"36 54"20

5"32"20 73"8

160"22

Long. 83"05

80"11

47"17

Exp 16"03

16"57"12

3"27

16"55"03

2"43

16"52"20

90"00

73"07"40

8"11"34

16"8

7"57"36

82"43

9"49

14"53"30 - 43"24

1"29

14"52"01 - 43"36

9"19"49 53"53

5"32"12 73"8

170"39

45"19

41"43

Long 53"03

5

22591

01910

491196

982311

1498407

949203

9"35"52

16"3

9"19"45

8"50

13"56"30 - 36"06

1"29 12

13"55"01 - 36"18

8"20"49 53"40

5"34"12 73"8

163"08

81"34

45"16

Long 83"33

22767

01910

916631

985750

926459

916329

8"36"52

16"8

8"20"49

10"13

15"19"15 - 46"12

1"29

15"17"46 - 46"25

9"32"25 53"24

5"35"05 73"8

193"05

46"32

40"03

Longitude

Nov 8th 83"45

22527

01910

878152

650852

1883441

931920

9"58"48

16"3

9"42"45

2"13

7"25"15 - 45"56

1"29 12

7"23"46 - 46"08

1"52"17 52"56

5"31"29 73"5

192"08

86"04

39"56

Longitude

182"52"

21967

01925

883630

680746

1885288

944144

2"08"20

16"3

152"19

16"57"12

3"27

16"55"03

1"22

16"56"25

90"00

73"03"35

9"15

15"58

14"58"45 - 46"35

1"29 12

14"57"16 - 46"49

9"27"12 50"42

5"30"15 72"50

170"19

65"09

38"22

Long Nov 10th

62"38

2"35

7"41"55 - 43"57

1"29 12

7"40"26 - 44"09

2"9"38 52"56

530"133 73"04

170"09

85"04

50"55

Long 83"08

21987

01925

893448

981622

18698982

9149491

2"25"36

16"3

2"09"33

14"58"45 - 46"35

1"29 12

14"57"16 - 46"49

9"27"12 50"42

5"30"15 72"50

170"19

65"09

38"22

Long Nov 10th

62"38

15"58

17"12"04

1"50

17"13"44

90"00

72"46"16

Lat

28"11

2"25

7"29"48 - 46"30

1"29 12

7"28"19 - 46"42

1"59"32 50"11

5"26"37 72"46

169"39

85"49

34"07

Long

82"09"

19352

01995

896585

976047

1899983

9146491

2"16"40

15"58

159"42

17"12"04

1"50

17"13"44

90"00

72"46"16

Lat

28"11

19834

01979

892710

979266

1893811

946905

9"43"00

15"58

9"27"02

3-25	08577	02516	89-14-33	8-14-33	15-30-30
4-13-00	43-55	9,41016	19-13-26	13-17-20	39-12
4-11-31	44-09	9,27163	19-16-14	13-16-01	39-24
3-01-20	35-24	15,28592	19-15-18	8-05-30	33-55
5-16-11	30-31	9,61786	90-00	5-10-31	70-31
Longitude	150-13	3-16-04	70-40-42	14-50-50	15-32-94
	75-06	14-44		71-55	966448
	80-55	(3-01-20)		32-31	8-20-00
					14-30
					8-05-30

13-47-18	45-27	06092	14-55-30	59-23	08075
1-29	12	02561	1-29	12	02561
13-45-49	45-39	9,41252	14-54-01	59-35	9,14345
8-35-55	33-54	9,69058	9-43-06	33-52	58101
5-40-54	70-31	19,20960	5-04-55	70-31	18,43182
Longitude	150-02	9,60480		163-58	9,41591
	75-01	8-50-04		8-1-55	9-55-36
	28-22	14-30		22-24	14-30
		8-35-35			9-45-06

7-17-14	55-42	07906	14-32-15	55-14	07168
1-29	12	02524	1-29	12	02524
7-15-45	55-44	9,24536	14-30-46	55-26	9,28641
2-6-22	33-32	9,61158	9-19-23	32-00	9,55924
5-09-23	70-38	18,96174	5-11-23	70-17	18,99347
Longitude	155-44	9,58087	Longitude	78-51	9,49673
	79-52			23-25	
	24-08				

8-05-04	46-19	06978	15-44-05	57-52	05596
1-29	12	02637	1-29	12	02757
8-03-31	46-31	9,43546	15-45-50	58-07	9,31129
9-53-03	31-37	9,66682	9-00-00	28-28	9,53544
5-10-32	70-14	19,19843	4-14-10	69-48	18,93026
Longitude	148-29	9,55921	Longitude	166-23	9,46513
	74-11			78-11	
	29-40			20-04	

8-43-26	47-14	06247	14-48-30	58-19	04512
1-29	12	02481	1-29	12	02804
8-01-59	47-26	9,43724	14-49-01	58-31	9,35836
2-48-22	30-00	9,65230	9-31-06	25-40	9,55862
5-13-35	70-49	19,17682	5-15-53	69-28	18,92734
Longitude	148-15	9,58841	Longitude	153-48	9,46367
	74-07			76-54	
	26-41			18-23	

14-57-25	61-23	04933	2-11-25	58-19	04603
1-29	12	02804	1-29	12	02818
14-55-66	61-45	9,28969	7-05-56	58-59	9,34436
9-45-44	26-16	9,46758	1-59-36	25-55	9,49577
5-16-12	69-38	18,83064	5-10-20	69-35	19,91434
Longitude	167-39	9,41582	Longitude	154-29	9,45717
	78-49	9,59920		77-14	
	17-03	13-86		14-15	

14-56-28	61-17	03871	2-04-15	60-42	03815
1-29	12	02860	1-29	12	02870
14-54-59	61-29	9,33987	7-02-46	60-54	9,35263
7-44-11	23-50	9,43724	1-52-03	25-40	9,44253
5-10-48	69-26	18,84442	5-10-42	69-24	18,96201
Longitude	154-45	9,52221	Longitude	153-54	9,43166
	77-22	9,57123		76-55	
	10-163	13-13		16-05	

10107	15"04.32 - 1.29	62"55 12	03259 02598 9,34536 9,38921	20"45.1 2.17	7.21.44 - 56.46 1.29 12	03228 02908 9,45990 9,46717	223 2042.44 1.05 204349 90.00 69.16.11
	15"03.03 9,51.33	63"04 22.03	16,79354	20"42.55 55	7.20.18 - 36.84 2.9.04 21.45	9,46717 14,96843	
	5"11.30	69"18 154.24	9,39677	20"41.45 20.00.00	5.11.06 14.03	9,48421	
Longitude	79"14 14.02			69"18.11	Longitude 74"01 17.03		
Nov 25th 1883		10"04.28 12.55			Nov - 25th 1883 79"46	2.22.04 12.55 2.09.09	

Time 2.53 March	7"50.30 1.25	50"18 12	02994 02945	20"56.36 2.21	7.26.18 - 56.15 1.29 12	02313 03038	{ 89- } { 12-16 }
	7.49.01	50"30	9,53578	20"54.57 53	7.24.49 - 56.27	9,49424	2.10.7.47
	2.36.48	20"20	9,52171	20"59.50 90.00	2.10.08 18.32	9,42324	2.1.10.01
	5"12.13	69"50	9,11528	69"00.10	5.14.41	14,97099	2.1.11.01
	78"03.4	69"55 15.25	9,55764	Lat - 20.20	Longitude 71.49 15.22	9,48539	90.00 68.48.59
Nov 26th 1883			2.49.24 12.36	Nov 27th 1883		2.22.24 12.16	Lat, 18.32
(322)			2.36.48	788.404		2.10.04	

8"29.43 - 1.29	41"37 12	01945 03038	21"18.35 2.16
8"28.14	41"49	9,64288	21.20.57 1.25
3.11.55	17.14	9,57576	21.22.16 90.00
5"16.19	68"39	19,26897	68.37.44
	127.52	9,63448	
Longitude	63.56 22.07	3.24.12 17.17	
Nov 27th 1883 - 79.05		3.11.55	

2.42	7.45.12 - 51.54 1.29 12	01634 03142	21"28.58 2.5
	7.43.43	9,59201	21.31.03 1.00
	9.26.49	9,43990	21.32.03 90.00
	5"16.54	19,05969	68.27.57
	136.11	9,52980	Lat 10.37
Longitude	68.05 15.55	2.38.24 11.35	
Nov 29th 1883		2.26.49	
79.13			

2.23	7.31.15 - 55.108 1.29 12	01310 03187	21"38.57 2.00
	7.29.40	9,55793	21.40.57 52
	2.10.39	9,36766	21.41.07 90.00
	5"18.57	14,97056	64"18.53
	137.39	9,48524	Latitude - 14.00
Longitude	68.49 13.29	2.22.24 11.35	
Nov 30th 1883		2.10.49	
79.43			

2.47	7.55.00 - 45.57 1.29 12	00952 03243	21"48.31 1.55
	7.50.31	9,62559	21.50.26 50
	2.31.29	9,41347	21.49.136 90.00
	5.22.02	19,04003	68.10.24
	130.10	9,55001	
Longitude	65.05 15.01	2.42.20 10.51	
Dec 1st 1883		2.31.29	
80.30			

2.42	14.50.00 - 53.81 1.29 12	01020 03233	21"50.26 1.10
	14.48.31	9,54070	21.51.36 90.00
	1.26.29	9,34879	68.08.25
	5.22.42	16,99202	Lat
	135.15	9,48601	
Longitude	67.87 12.54	9.37.20 10.51	
Dec 12th 1883		9.26.29	
80.30			

8"44

8"51

225

13"58"00 - 37"37

3"49	12
13"54"11	37"45
8"28"05	4"45
5"26"06	67"29
	110"03
	58"01
	17"12

00149
03411
9,75841
9,47086
19,26520
9,63210

22"29"56	1"27
22"31"26	55
22"30"31	90"00
67"29"29	
7"51"2	

8"36"56
8"51
4"28"05

(2"45)

8"04"15	46"45
3"49	12
8"00"26	46"57
2"34"33	5"00
5"25"53	67"16
	119"13
	59"36
	12"39

7"59
22"43"32
1"16
22"44"34
38
22"44"00
90"00
67"16"00

00166
03512
9,70418
9,54043
19,04139
9,54064

Longitude

Dec-8th 1883 - 81"28"

2"42"32
7"59
2"34"33

3"05

8"24"15	42"18	00153
3"49	12	03512
4"20"26	42"30	9,73274
2"54"21	4"48	9,40682
5"26"05	67"16	19,17625
	114"34	9,54812
	57"12	3"02"00
	14"37	7"59
		254"21

Longitude

81"30"

3"10

8"28"12	41"45	00170	7"32
3"49	12	03549	22"49"38
8"24"23	41"57	9,73515	1"11
2"57"38	5"4	9,51675	22"50"49
5"26"45	67"09	19,18909	24
	114"10	9,59459	22"51"13
	57"05	3"05"10	90"00
	15"08	7"32	67"08"47
		2"57"38	2"57"38

Longitude

Dec-9th 1882

81"36"

3"05

7"41"10	53"00	00136
3"49	12	02980
7"39"21	53"12	9,65902
2"9"43	4"32	9,22509
5"27"38	68"01	18,91527
	125"45	9,45963
	62"52	2"13"20
	09"40	6"39

Longitude

Dec-11th 1883

7"52"16	50"12	00136
3"49	12	03278
7"48"27	50"54	9,67562
2"17"53	4"32	9,27889
5"30"34	68"01	18,98316
	123"27	9,49157
	61"43	2"25"50
	10"49	6"39
		2"17"53

Longitude

Dec-11th 1883 - 82"38"

8"04"25	48"04	00134
3"49	12	03274
8"00"36	48"16	9,69390
2"29"55	4"34	9,32202
5"30"41	68"01	18,05004
	120"47	9,52502
	60"23	2"36"32
	12"07	6"37
		2"29"55

Longitude

Dec-11th 1883

2"52

8"16"53	47"05	00102
3"50	12	03635
8"12"03	47"17	9,71142
2"31"50	3"55	9,30887
5"40"13	66"53	18,05766
	114"05	9,52883
	59"02	2"38"00
	11"45	6"10

Longitude

Dec-12th 1883

85"03

3"05

8"32"56	43"30	00102
3"50	12	03635
8"28"56	43"42	9,73318
2"14"22	3"55	9,30976
5"40"34	66"53	18,14031
	114"30	9,57015
	59"15	2"54"32
	13"33	6"10

Longitude

Dec-12th 1883

85"08

15"20"00	50"23	00093	15"42
3"51	12	03651	23"09"30
15"16"15	50"35	9,69122	33
9"32"18	3"45	9,28967	23"10"23
5"44"01	66"50	18,96833	18
	121"10	9,48416	23"10"05
	60"35	9"38"00	90"00"00
	10"00	5"12	66"45"55

Longitude

Dec-13th 1883

86"00

3¹⁰

9¹¹49⁵⁰ - 42¹⁴
 3⁵⁵ 12
 9¹¹45⁵⁵ - 42²⁶
 2⁵⁷ 43 4⁰¹
 6¹¹48¹² 113⁰¹
 56³⁹
 14⁰⁴

Longitude

Dec 20th 1883 -102⁰⁰03"2¹⁷9³⁵

23-26-26
 90⁰⁰00
 66³³32
 3⁰⁰00
 2¹⁷
 2⁵⁷43

16¹⁵30 - 46¹⁸
 3⁵⁵ 12
 16¹¹35 - 46³⁰
 9¹⁵25 4²⁸
 6⁵⁶06 66³³
 117⁴¹
 58⁵⁰
 12²⁰

Longitude

Dec 21st104⁰⁰14

227

Equal 1¹⁴

00132
 03744
 9¹³93
 9³²60
 19⁰⁸229
 9⁵⁴114

23-27-01
 90⁰⁰
 66³²59
 Lat-4²⁸

9¹⁷16
 1⁴⁷
 9¹⁵25

2¹⁶

9¹¹16¹⁷ - 51⁵²
 3⁵⁵ 12
 9¹¹12²² - 52⁰⁴
 2¹⁴ 41 4³⁵
 6⁵⁷41 66³³
 123¹²
 61³⁶
 9³¹

Longitude

Dec 21st 1883 - 2¹⁶28104⁰⁰252¹⁴41

00136
 03744
 9¹⁶726
 9²¹836
 1893445
 9¹⁶722

9³⁵

16⁵⁰10 - 51⁵¹
 3⁵⁶ 12
 16⁴⁶14 - 52⁰³
 9⁴²19 4³⁰
 7⁰³55 66³³
 123⁰⁶
 61³³
 9³⁰

Longitude

Dec 22nd 1883105⁰⁰5910²⁵

17⁴³12 - 60⁴³
 3⁵⁶ 12
 15³⁹16 - 60⁵⁵
 10³⁰41 6⁵⁵
 7⁰⁸35 66³³
 131¹³
 65³⁶
 4⁴¹

Longitude

Dec 23rd 1883107⁰⁰0910³¹2810³⁰412²⁵

9³⁷46 - 49³⁸
 3⁵⁶ 12
 9³³50 - 49⁵⁰
 2²³33 3³⁰
 7¹⁰19 66³³
 119⁵³
 59⁵⁶
 10⁰⁶

Longitude

Dec 23rd 1883 -109⁰⁰312²⁴20

57

2²³332¹⁰

19²³00 - 51⁴⁹
 3⁵⁷ 12
 19¹⁹03 - 52⁰¹
 2¹⁸19 1⁴¹
 9¹⁰44 66³³
 120¹⁶
 60⁰⁸
 8⁰⁷

Longitude

Dec 25th 1883109⁰⁰412³⁰

9⁵⁰55 - 45⁵⁶
 3⁵⁸ 12
 9⁴⁶56 - 46⁰⁸
 2³⁴44 3⁵⁸
 7¹²12 66³⁶
 113²²
 56⁴¹
 10³³

Longitude

Dec 26th 1883108⁰⁰032³⁴32

12

2³⁴24

9⁴⁸
 17⁰²00 - 51²⁴
 3⁵⁷ 12
 16⁵⁶03 - 51³⁶
 9⁴⁸00 2⁰⁰
 7⁰⁹56 66³³
 180¹⁰
 60⁰⁵
 4²⁹

Longitude

Dec 21st 1883 -107⁰⁰29

00026
 03738
 9¹⁶947
 9¹⁶886
 16,90437
 9¹⁶821
 11
 9¹⁶807

00019
 23-25-49
 23
 23-25-26
 23-26-23
 90⁰⁰
 66³⁴27

9³⁷46 - 49³⁸
 3⁵⁶ 12
 9³³50 - 49⁵⁰
 2²³33 3³⁰
 7¹⁰19 66³³
 119⁵³
 59⁵⁶
 10⁰⁶

Longitude

Dec 23rd 1883 -109⁰⁰312²⁴20

57

2²³332¹⁰

19²³00 - 51⁴⁹
 3⁵⁷ 12
 19¹⁹03 - 52⁰¹
 2¹⁸19 1⁴¹
 9¹⁰44 66³³
 120¹⁶
 60⁰⁸
 8⁰⁷

Longitude

Dec 25th 1883109⁰⁰412³⁰

9⁵⁰55 - 45⁵⁶
 3⁵⁸ 12
 9⁴⁶56 - 46⁰⁸
 2³⁴44 3⁵⁸
 7¹²12 66³⁶
 113²²
 56⁴¹
 10³³

Longitude

Dec 26th 1883108⁰⁰032³⁴32

12

2³⁴24

9⁴⁸
 17⁰²00 - 50²⁷
 3⁵⁸ 12
 16⁵⁸152 - 50⁴⁰
 9⁴⁸00 3⁵⁵
 7¹⁰52 66³⁶
 118⁰⁰
 5⁵¹00
 8¹¹

Longitude

Dec 10th 1883107⁰⁰43

00002
 03727
 9¹⁷1184
 9¹⁵333
 18,90246
 9¹⁵123
 9¹⁵112
 12
 9¹⁵100

00012
 23-24-29
 32
 23-23-59
 23-24-06
 90⁰⁰00
 66³⁵55

9³⁷46 - 49³⁸
 3⁵⁶ 12
 9³³50 - 49⁵⁰
 2²³33 3³⁰
 7¹⁰19 66³³
 119⁵³
 59⁵⁶
 10⁰⁶

Longitude

Dec 25th 1883109⁰⁰412³⁰

9⁵⁰55 - 45⁵⁶
 3⁵⁸ 12
 9⁴⁶56 - 46⁰⁸
 2³⁴44 3⁵⁸
 7¹²12 66³⁶
 113²²
 56⁴¹
 10³³

Longitude

Dec 26th 1883108⁰⁰032³⁴32

12

2³⁴24

9⁴⁸
 17⁰⁶38 - 50³¹
 3⁵⁸ 12
 17⁰²40 - 50⁴³
 9⁴⁹48 1⁵⁵
 7¹²52 66³⁶
 117³⁶
 58⁴⁸
 8⁰⁵

Longitude

Dec 26th 1883107⁰⁰43

00000
 03716
 9¹⁷1435
 9¹⁴803
 18,89953
 9¹⁴977
 9¹⁴916
 12
 9¹⁴918

00042
 23-22-40
 40
 23-22-00
 13
 23-22-13
 90⁰⁰
 66-39-47

9³⁷46 - 49³⁸
 3⁵⁶ 12
 9³³50 - 49⁵⁰
 2²³33 3³⁰
 7¹⁰19 66³³
 119⁵³
 59⁵⁶
 10⁰⁶

Longitude

Dec 26th 1883108⁰⁰032³⁴32

12

2³⁴24

2.50		00000	23.22.40
10.02.32	43.48	9.75405	40
3.58	12	9.29591	23.22.00
9.58.34	44.01	19.06712	15
2.44.18	12	5.54356	23.21.45
9.14.16	66.38		90.00.00
	110.51	2.43.36	66.38.10
Longitude Dec 20th	55.25	42	
108.34"	11.24	2.44.18	

July 6		00004	1.12
16.55.56	47.51	03706	23.20.23
3.58	12	9.72743	49
16.51.58	48.03	9.22583	23.19.34
9.35.28	45	18.99036	15
9.16.30	66.50	23.19.49	90.00
	115.28	66.40.11	
Longitude	57.44	9.34.16	
Dec 27th 1883	9.51	1.12	
109.094		9.35.28	

July 6		00013	1.42
17.09.00	50.20	03689	23.17.38
3.59	12	9.70961	59
17.05.01	50.32	9.18465	23.16.41
9.46.6	1.25	18.92928	15
	66.43	23.16.06	90.00
9.18.35	116.40	66.43.04	
	59.20	9.44.24	
Longitude	8.48	1.42	
10.98.44		9.46.06	

July 6		00014	2.11
16.55.55	47.16	03698	23.15.25
3.59	12	9.72622	1.05
16.51.56	47.28	9.25514	23.13.20
9.31.27	1.26	19.01823	21
9.20.29	66.46	23.13.41	
	116.40	9.50918	90.00
	59.50	9.29.16	66.46.19
9.110.36	1.02	2.11	
Dec 24th		9.31.27	

3.10		00009	
10.23.02	41.52	03667	
3.59	12	9.75913	
10.19.04	42.04	9.34824	
2.57.31	1.3	19.14411	
	66.47	9.57205	
9.21.33	109.34		
Longitude	54.57	2.55.20	
Dec 25th 1883	1.25	2.11	
110.23"		2.57.31	

9.38		00008	By 3.09
16.52.00	44.58	03630	23.06.35
4.00	12	9.74072	1.21
16.45.00	45.10	9.29712	23.05.14
9.21.57	1.8	19.09428	22
9.26.03	66.54	23.05.36	
	113.12	9.53713	90.00
	56.36	66.54.24	
111.31"	1.12	9.18.48	
		3.5	
		9.21.57	

10.25.48	39.28	00002	
3.58	12	03706	
10.21.50	39.40	9.77541	
3.06.48	29	9.37549	
9.15.42	66.40	19.18298	
	106.49	9.59399	
Longitude	53.24	3.04.56	
Dec 27th 1883	13.43	1.12	
108.554		3.06.08	

2.32		00014	
9.54.28	47.35	03689	
3.59	12	9.72461	
9.50.29	47.47	9.24748	
2.30.46	1.26	19.00912	
9.19.43	66.43	9.50456	
	115.56		
109.56	59.58		
	10.11		

3.26		00015	
10.47.50	36.12	03689	
3.59	12	9.78642	
10.43.51	36.24	9.43769	
3.23.58	1.30	19.26115	
9.19.53	66.43	9.63057	
	104.37		
Longitude Dec 28th	52.18		
109.584	15.54		

10.18		00003	
17.31.53	53.54	03651	
4.00	12	9.68829	
17.27.53	54.06	9.06696	
10.07.28	40	18.79149	
9.20.25	66.50	9.39589	
	121.36		
Longitude Dec 30th	60.48		
110.06	6.42		

2.10		00009	
9.36.08	52.03	03630	
4.00	12	9.69677	
9.32.08	52.15	9.13504	
2.9.53	1.11	18.87220	
9.22.15	56.54	9.43610	
	120.20		
Longitude Dec 31st	60.10		
110.34"	7.55		

9.47		00008	3.38
17.08.23	49.55	03603	23.01.58
4.00	12	9.71036	1.30
17.05.22	50.07	9.19433	23.00.29
9.46.10	1.08	18.94040	24
9.19.12	66.58	9.47040	23.00.5
Longitude	114.13		90.00
109.48	59.07	9.42.32	66.65.08
	9.00	3.38	
		9.46.10	

2150

10°13'00 - 44°06
 4° 1 12
 10°08'59 44°18
 2°48'26 66°59
 7°20'33 112°11
 56°05
 11°47

Longitude

Jan 1st 1884

110°08'

00005
 03603
 9,74662
 9,31608
 19,09278
 9,54639

2°44'48
 3°38
 2°48'26

400

11°22'17 - 28°50
 4° 1 12
 11°18'16 24°02
 3°58'2 52
 7°20'15 66°59
 96°53
 48°26
 19°24

Longitude

January 1st 1884

110°08'

00005
 03603
 9,74662
 9,52135
 19,37927
 9,64963

3°54'24
 3°38
 3°58'02

2°44

10°03'40 - 45°54
 4° 2 12
 9°59'34 - 46°09
 2°40'39 1°00
 7°18'59 67°5

Longitude

Jan 2nd 1884

109°45'

00007
 03571
 9,73474
 9,27930
 19,04982
 9,52491
 22°56'43
 1°39
 22°55'07
 39
 22°54'24
 90°00
 67°05'33

2°36'32
 4°17
 2°40'39

9°55
 17°15'20 - 51°16
 4° 2 12
 17°11'14 51°24
 9°53'58 67°58
 7°17'20 119°35

Longitude

Jan 3rd 1884

109°20'

00006
 03549
 9,70150
 9,16030
 18,89765
 9,44562
 9,44924
 4°34
 9°53'56

2°25

9°44'42 - 50°06
 4° 2 52
 9°40'40 50°14
 2°21'18 1°05
 7°19'22 67°9

Longitude

Jan 4th 1884

109°50'

118°32
 59°16
 8°58
 2°16'44
 4°34
 2°21'18

2°51

10°05'32 - 46°26
 4° 2 12
 10°07'30 46°38
 2°41'46 1°50
 7°19'44 67°16

Longitude

Jan 4th 1884

109°50'

00022
 03512
 9,72562
 9,28960
 19,05076
 9,52538
 2°36'44
 5°12
 2°41'46

2°00

10°16'52 - 43°59
 4° 2 12
 10°12'50 44°11
 2°53'4 1°50
 7°19'42 67°16

Longitude

Jan 4th 1884

109°55'

00022
 03512
 9,74036
 9,33862
 19,10932
 9,55466
 2°48'06
 5°12
 2°53'08

2°17
 9°40'20 - 50°37
 4° 03 12
 9°36'19 50°49
 2°21'05 1°43
 7°18'12 67°24

Longitude

Jan 5th 1884

108°48'

00019
 03470
 9,69941
 9,20145
 18,83545
 8,94678
 2°16'36
 5°29
 2°21'05

5°29
 22°36'37
 36
 22°36'21
 90°00'00
 67°23'39

2°33
 9°56'26 - 47°12
 4° 3 12
 9°52'22 47°24
 2°38'25 1°43
 7°13'57 67°24

Longitude

108°30'

00019
 03470
 9,72116
 9,27471
 19,03076
 9,51536

2°52'56
 5°29
 2°38'25

2.32		8.25	9.35	2.31	8.48
10°16'15" - 46°15'	00002	21°41'84"	19°19'49" - 49°20'	00031	21°31'40"
4°6' 12	03192	2°52'	4°9' 12	03132	3°04'
10°12'09" - 46°27'	9,72848	21°34'42"	19°13'40" - 49°32'	9,69765	21°28'32"
2°41'41" 29	9,28638	37	9°42'40" 2.10	9,26335	57
68°22'	19,04850	21°37'55"	7°31'00" 68°30'	14,99263	21°29'29"
115°18'	9,52126	90°00'	120°12'	9,49631	90°00'
Longitude 57°39'	2°36'16"	68°22'05"	Longitude 60°06'	9,49631	68°30'31"
Jan 12th 11°12'	8.25		112°45'	9,33553	Lat 2°
111°52'	2°41'41"			8.48	
				9,42120	

3°20		00021	10°00		9.11
10°59'16" - 38°15'	03122	9,76519	17°41'40" - 54°42'	00005	21°21'20"
4°9' 12	9,43857	19,23519	4°9' 12	03098	3°7'
10°55'09" - 38°27'	9,61954	3°15'52"	19°40'33" - 54°54'	9,66875	21°18'13"
3°24'40" 1°47'	3°15'52"	8.48	10°12'23" 50	9,10302	57
68°32'	3°24'40"		7°28'10" 68°41'	14,80360	21°19'04"
Longitude 108°46'			124°25'	9,40180	90°00'
Jan 13th 1884 15°56'			62°12'		68°40'56"
112°37'			9°18'		

2.47		00002	9°20 -		10°03'12
10°34'50" - 42°30'	03068	9,74812	17°01'43" - 45°42'	00000	9.11
4°7' 12	9,36022	19,13904	4°7' 12	03029	10°12'23"
10°30'43" - 42°42'	9,56952	2°54'16"	16°59'36" - 45°54'	9,29999	9.32
3°03'27" 30	3°03'27"	9.11	9°29'08" 4	9,73200	21°10'36"
68°43'			7°24'28" 11°9'	19,07008	3.13
111°58'			Longitude 98°63'	9,53504	21°09'23"
Longitude 55°57'			Jan 15th 32°39'	9,19136	1.11
Jan 14th 1883 13°15'			112°02'	9°32'	21°08'34"
111°49'				9,28908	90°00'

9°30		00002	3°05		9°32
17°14'18" - 48°00'	02970	20°59'27"	10°47'48" - 39°49'	00000	9.32
4°8' 12	9,71352	3°21	4°9' 12	03014	21°10'36"
17°10'13" - 48°12'	9,26739	2°56'06"	10°43'41" - 40°01'	9,39966	3.13
9°40'33" 30	19,01063	1.3	3°15'36" 12	9,96324	21°07'23"
69°83'	9,50531	208°10'	7°28'03" 68°53'	19,19296	1.15
119°45'	9°30'40"	90°00'	Longitude 108°02'	9,59648	21°06'08"
Longitude 58°52'	9°40'33"	68°02'50"	54°33'	3°06'04'	90°00'
Jan 16th 1883 10°40'			Jan 15th 14°32'	9°32'	68°53'52"
112°25'				3°15'36"	

2.42		00003	10°00		10°13
10°21'32" - 46°27'	02961	20°59'27"	17°41'48" - 53°02'	00004	10.13
4°8' 12	9,72177	3°21	4°9' 12	02913	20°47'54"
10°19'24" - 46°39'	9,30157	2°56'06"	17°37'39" - 53°12'	9,67903	3.37
2°47'1" 40	19,05292	1.15	10°04'25" 48	9,16535	20°44'17"
69°5'	9,62646	2°15'45"	7°33'14" 69°15'	18,86565	57
116°21'	2°37'08"	90°00'	Longitude 123°15'	9,58262	20°45'15"
Longitude 54°19'	9.03	68°05'05"	61°37'	9,54112	90°00'
Jan 16th 1883 11°33'	2°47'01"		Jan 15th 8°25'	10°13	68°14'46"
112°36"				10°04'26"	

3.00		00006	10°05		10°33
10°36'50" - 44°22'	02903	20°59'27"	17°43'05" - 53°06'	00008	10.33
4°8' 12	9,73160	3°21	4°10' 12	02853	20°25'57"
10°32'42" - 44°34'	9,34602	2°56'06"	19°58'55" - 53°18'	9,67280	3.44
2°57'49" 55	19,10691	1.5	10°03'15" 69°27'	9,19588	20°32'13"
69°14'	9,55335	90°00'	Longitude 123°50'	18,87701	1.5
114°46'	2°57'36"		61°35'	9,43850	20°33'22"
Longitude 59°23'			Jan 15th 8°37'	9,62132	90°00'
Jan 16th 1883 10°45'				10°13	68°26'38"

Off the Port of Dalgarda, Island of St. Michael)

Oct 6th 1874

We the under signed hereby agree to sign the B^t Napoleon Shipping Articles at the first Port where May be an American Consulate (United States Consulate) for the same Lay or pay that the outther gran hands have who were shipt on the B^t "Napoleon" Shipping articles at the Port of New Bedford and to obey all orders from the Capt and his Officer just the same as though we had joined the Shipping articles at at the Port of New Bedford for a voyage not to exceed four years.

Antonio Joaquim de Carvalho
Manoel da Costa + his crew
Francisco Torrado d'Almeida + his crew
Ernesto Jacintho Chavassos + his crew
Agostinho Cabral Junior + his crew
João Cabral + his crew
Jose Francisco de Medeiros, Cooper Mate, + his crew

Witness to the above

Charles H Turner

John Gould (Steward)

W^m W. Brewer

9.25			12.15	2.25			3.12.15
17.21.49	45.36	00001	19.16.19	10.23.00	51.06	00002	19.11.41
4.13	12	02490	5.35	3.13	12	02477	1.20
19.13.29	45.47	9.71450	79.11.31	10.14.47	51.18	9.68121	19.10.21
9.29.3	22	9.34156	1.21	2.30.35	30	9.24039	90.00
9.14.26	70.47	19.08497	19.13.02	7.48.12	90.50	18.94639	70.49.39
	116.56	9.54248	50.00		122.38	9.47319	
117.21	58.28	9.16.58	90.46.58		61.19	2.18.20	
	12.31	9.12.15			10.01	12.15	
		9.25.03				2.30.35	

9.55			12.25	2.26			
17.43.08	48.47	00004	19.01.44	10.34.55	48.54	00002	
4.13	12	02422	4.43	4.13	12	02477	
19.18.53	49.59	9.68716	18.58.01	10.30.42	49.06	9.69611	
9.47.9	46	9.27668	1.10	2.40.51	30	9.25512	
7.51.46	12.11.47	9.49406	78.58.11		70.50	19.00602	
	60.53	9.134.10	90.00		120.26	9.50301	
	10.54	12.29	71.01.49		60.13	2.28.36	
Long Jan 25 th		9.4.7.09		Long Jan 21 st	11.04	12.15	
117.56				117.28		2.40.31	

Know all men by these presents That I
at my hand

2 ³⁶		00005	12 ²⁹	9 ³⁸		00006	12 ³²
10 ²³ 53	51 ⁰⁸	02320	19 ⁰¹ 44	17 ⁴⁴ 08	49 ⁵⁶	02351	18 ⁴⁶ 50
3 ¹¹ 15	12	9 ⁶⁷ 726	4 ⁴⁰	4 ¹¹	12	9 ⁶⁸ 283	4 ²³
10 ²³ 38	51 ²⁰	9 ²⁵ 098	18 ⁵⁷ 04	17 ³⁵ 52	50 ⁰⁸	9 ²⁸ 318	18 ⁴² 20
2 ³¹ 49	50	18 ⁵⁵ 248	90 ⁰⁰	9 ⁴⁷ 06	71 ¹⁹	18 ⁹⁸ 58	1 ³⁰
7 ⁵¹ 50	71 ⁰³	9 ⁴⁹ 624	71 ⁰² 56	7 ⁵² 48	122 ²⁴	9 ⁴⁹ 479	18 ⁴⁰ 58
	123 ¹³				61 ¹²		90 ⁰⁰
Longitude	61 ³⁶	2 ¹⁹ 20		Long 118 ¹²	11 ⁰⁴	9 ³⁴ 24	71 ¹⁵ 03
	10 ¹⁶	12 ²⁹				12 ⁴²	
Jan 22 th 1884		(2 ³¹ 49				9 ⁴⁹ 06	

117⁵⁴2

2 ⁴⁵		00006	12 ⁴²	9 ³⁴		00004	12 ⁵⁵
10 ⁵⁰ 35	46 ⁵⁰	02351	18 ⁴² 25	17 ⁵⁹ 05	52 ³⁰	02296	18 ³¹ 35
4 ¹⁴	12	9 ⁷⁰ 375	11 ⁴⁰	4 ¹⁴	12	02296	4 ⁵⁵
10 ⁴⁶ 21	49 ⁰²	9 ³³ 874	18 ⁴⁰ 45	19 ⁵⁴ 51	52 ⁴²	9 ⁶⁶ 441	18 ²⁶ 37
2 ⁵² 18	56	19 ⁰⁶ 606	90 ⁰⁰	9 ⁵⁵ 11	47	9 ²³ 098	11 ¹⁸
9 ⁵⁴ 03	71 ¹⁸	9 ⁵³ 303	91 ¹⁸ 15	7 ⁵³ 40	71 ³²	18 ⁵¹ 438	18 ²⁷ 57
	119 ¹⁴	2 ³⁹ 36			125 ⁰¹	9 ⁴⁵ 918	90 ⁰⁰
Longitude	58 ³⁸	12 ⁴²		Longitude	62 ³⁰	9 ⁴⁶ 16	71 ³² 03
	12 ³⁶	(2 ⁵² 18		Jan 27 th 1884	9 ⁴⁸	12 ⁵⁵	
Jan 26 th 1884				118 ²⁵	9 ⁴⁹ 11		

118³¹

2 ⁴⁰		00003		2 ²⁵		00004	
10 ⁴⁷ 08	48 ²⁵	02292		10 ³⁰ 20	52 ⁰⁶	02292	
4 ¹⁴	12	9 ⁶⁹ 323		4 ¹¹	12	9 ⁶⁶ 755	
10 ⁴² 54	48 ³⁹	9 ³¹ 129		10 ²⁶ 06	52 ¹⁸	9 ²⁸ 895	
2 ⁴⁵ 19	43	19 ⁰² 747		2 ³¹ 48	44	18 ⁹² 546	
9 ³⁹ 35	71 ³³	9 ⁵¹ 373		7 ⁵⁴ 23	71 ³³	9 ⁴⁹ 479	
	120 ⁵²				72 ³⁵		
	60 ²⁶				62 ¹⁷	2 ¹⁸ 48	
Long	11 ⁴⁹				9 ⁵⁹	12 ⁵⁵	
Jan 29 th 1884						2 ³¹ 43	

179²⁴

9 ²⁴		00001	13 ⁰⁷	2 ³⁴		00008	
17 ⁴² 30	48 ⁰¹	82 ²² 9	18 ¹⁶ 00	10 ⁴¹ 25	49 ⁴¹	02292	
4 ¹⁵	12	9 ⁶⁹ 611	5 ⁰³	4 ¹⁴	12	9 ⁶⁸ 466	
17 ³⁸ 15	48 ¹³	9 ³¹ 788	18 ¹⁰ 57	10 ³⁷ 11	49 ⁵³	9 ²⁸ 768	
9 ³⁹ 7	25	19 ⁰³ 629	11 ²⁸	2 ³⁹ 38	43	18 ⁹⁹ 540	
7 ⁵⁹ 04	71 ⁴⁸	9 ⁵¹ 813	18 ¹² 25	7 ⁵⁹ 36	71 ³³	9 ⁴⁹ 479	
	120 ²⁶	9 ²⁶ 00	90 ⁰⁰		122 ⁰⁹		
	60 ¹³	13 ⁰⁷	71 ⁴⁷ 35		61 ⁰⁴		
Longitude	12 ⁰⁰	9 ³⁹ 07		118 ²⁴	11 ¹¹		
Jan 28 th 1884						2 ²⁶ 46	

119⁴⁷

9 ¹³⁴		00000	213 ¹⁸	2 ⁴²		00000	
17 ⁴⁴ 10	47 ²⁶	02163	18 ⁰⁰ 05	10 ⁵¹ 35	47 ⁵³	02225	
4 ¹⁵	12	9 ⁷⁰ 006	5 ⁰⁸	4 ¹⁵	12	9 ⁶⁹ 919	
17 ³⁹ 55	47 ³⁸	9 ³² 786	19 ⁵⁴ 57	10 ⁴⁷ 20	48 ⁰⁵	9 ³¹ 530	
9 ³⁹ 55	92 ⁰⁸	19 ⁰⁴ 954	1 ³⁰	2 ⁴⁶ 57	4	19 ⁰³ 574	
9 ⁰⁰ 50	71 ⁴⁸	9 ⁵² 477	17 ⁴⁶ 27	8 ⁰⁰ 23	71 ⁴⁹	9 ⁵¹ 787	
	119 ⁵⁰	9 ²⁶ 36	90 ⁰⁰		119 ⁵⁸		
	59 ⁵⁵	13 ¹⁸	72 ⁰³ 33	Longitude	59 ⁵⁹		
	12 ¹⁸	(9 ³⁹ 55		Jan 28 th 1884	11 ⁵⁴	2 ³³ 56	
				120 ⁰⁶		13 ⁰¹	
						2 ⁴⁶ 57	

2.45

11.03.37	- 46.80	00000	13.19
4.15	12	02155	18.00.05
10.59.22	46.12	970547	5.4
2.54.11	13	434547	17.54.59
	72.21	1607245	110
8.05.11	119.01	9.53625	1753.47
	55.30	90.00	7206.11
	12.45	2.40.52	
		13.19	
		2.54.11	

Longitude
Jan 29th 1884
121° 19'

9.35 230 13.25

17.56.56	- 49.30	00001	13.25
4.16	12	02098	5.20
12.52.40	49.42	9.68237	17.38.32
9.45.21	72.20	9.30090	1.32
8.07.15	122.28	15.00426	17.40.04
	61.14	9.50213	90.00
	11.32	9.31.52	79.15.56
		13.25	
		9.46.21	

Longitude
January 30th 1884
121° 50'

2.54

11.14.25	- 45.02	00001	13.39
4.15	18	02094	
17.10.10	45.12	9.71289	
3.10.47	72.21	9.37397	
8.08.23	117.51	15.10481	
	58.53	9.55430	
	13.43	2.38.08	
		13.39	
		3.01.47	

Longitude
Jan 30th 1884
122° 06'

9.42 13.38

18.03.30	- 49.24	00001	13.38
4.16	12	02094	5.28
7.59.14	49.36	9.71289	17.21.51
9.45.06	72.37	9.37397	1.20
8.14.08	122.23	15.10481	79.23.11
	61.11	90.00	92.36.49
	11.35		

Longitude
Jan 31st 1884
123° 32'

2.4

11.39.08	- 41.14	00001	
4.16	12	02022	
11.34.52	41.26	9.73394	
3.18.2	20	9.48143	
8.16.56	72.39	19.18543	
	114.25	9.59271	
	59.19	3.4.24	
	15.40	13.38	
		3.14.02	

Longitude
Jan 31st 1884
124° 13'

9.26 13.47

18.01.32	- 47.27	00000	13.47
4.16	12	02030	
17.57.26	47.39	9.68305	
9.35.50	72.54	9.30275	
4.21.36	120.51	19.00610	
	60.25	9.50305	
	12.46	9.31.28	
		13.38	
		9.45.06	
		17.10.28	
		5.35	
		17.04.53	
		1.26	
		17.06.18	
		90.00	
		92.53.42	

Longitude
Feb 1st 1884
125° 21'

2.40

11.17.04	- 45.10	00001	13.47
4.16	12	01956	17.04.53
11.12.48	48.22	9.68784	1.20
2.48.47	22	9.88420	19.03.33
8.24.01	72.56	19.04161	90.00
	121.40	9.52080	92.56.23
	60.50	2.35.00	
	12.28	13.47	
		2.48.47	

Longitude
Feb 1st 1884
126° 00'

9.45

9.84	04.12.55	- 48.31	00000	13.55
1.17	12	01898	0.00	
18.11.38	48.43	9.82261	16.47.15	
9.41.16	12	9.68782	1.25	
8.30.23	106.49	19.2921	16.48.44	
	135.44	9.51460	90.00	
	77.52		106.48.44	
	29.09	9.27.20		
		13.55		
		9.41.16		

Longitude
Feb 2nd 1884
127° 36'

2.20

11.05.25	- 51.56	00000	
4.17	12	01890	
11.01.08	52.09	9.26063	
2.31.31	106.47	9.66270	
8.29.37	159.01	18.94223	
	79.30	9.47111	
	27.23	2.17.36	
		13.55	
		2.31.31	

9.84

9.84	04.12.55	- 48.31	00000	13.55
1.17	12	01898	0.00	
18.11.38	48.43	9.82261	16.47.15	
9.41.16	12	9.68782	1.25	
8.30.23	106.49	19.2921	16.48.44	
	135.44	9.51460	90.00	
	77.52		106.48.44	
	29.09	9.27.20		
		13.55		
		9.41.16		

3.02		00940	14.24
11.55.25	-42.00	01492	15.04.28
5.19	12	9,28705	8.00
11.51.08	42.12	9,77575	14.56.28
2.57.36	10.33	19,04512	90.00
(8.53.32)	104.56	9,54950	104.56.28
133.23	157.41	2.43.12	
Feb 8th 1884	78.50	14.24	
	86.38	2.57.36	

9.35	237	14.26
18.34.20	40.56	01014
5.20	12	01439
18.30.00	41.08	9,27799
9.29.53	12.20	9,78869
9.00.00	104.40	19,09121
Longitude	79.03	9,54560
Feb 9th 1884	37.56	9.15.28
		14.26
		9.29.53

3.00		01064	14.26
11.55.28	-43.03	01396	14.28.39
5.20	12	9,28244	2.00
11.51.08	43.15	9,77462	14.26.39
2.48.26	12.38	19,03566	50.00
(9.02.42)	104.29	9,51783	104.26.39
Longitude	160.20	2.34.00	
Feb 9th 1884	80.10	14.26	
	36.55	(2.48.26)	
		135.40	

3.20		01248	14.27
12.53.00	-32.38	01360	14.26.05
5.21	12	9,89909	7.00
12.44.39	-32.50	9,83092	14.19.05
3.35.35	13.53	19,25649	2.36
9.13.04	104.16	9,62824	14.16.99
Longitude	150.59	3.21.08	90.00
Feb 11th 1884	75.29	14.27	104.16.29
	42.39	3.35.35	
		138.16	

9.50		01687	14.27
19.21.00	-45.45	01238	13.46.00
4.21	12	9,77711	7.24
19.16.39	45.59	19,05940	13.34.36
10.01.58	15.52	9,46470	1.40
9.14.40	103.39	9,47332	13.36.56
138.40	165.26	14.27	90.00
	82.43	10.01.58	103.36.56
	36.26		

2.83		01749	14.27
12.14.07	-42.13	01214	13.38.36
5.21	12	9,19353	7.20
12.09.46	42.25	9,79510	13.31.16
2.55.11	16.09	19,01826	1.50
9.24.35	108.29	9,50913	13.29.26
Longitude	162.03	2.80.43	90.00
Feb 12th 1884	61.01	14.27	103.29.26
	38.36	(2.45.11)	
		141.09	

2.40		02110	14.26
12.80.40	-39.00	03700	13.26.44
4.24	12	9,23462	7.30
12.26.16	39.12	9,81622	13.19.04
3.02.30	17.43	19,10894	1.45
9.23.46	103.19	9,53449	13.17.19
Longitude	160.14	2.48.04	90.00
Feb 13th 1884	40.07	14.26	103.17.19
	30.53	(3.02.30)	
		140.56	

9.57		01940	14.23
19.56.55	-45.11	01119	13.06.30
4.22	12	9,67548	7.30
19.52.33	46.23	9,77728	12.58.50
10.06.00	17.00	14,84335	1.40
9.46.33	102.57	9,44167	12.57.10
14.6.36	166.20	9.57.36	90.00
	68.10	14.23	102.57.10
	36.47	10.06.00	

2.35		12.58.50	14.24
12.26.10	-40.57	1.40	
4.22	12	7.12.57.10	
12.21.48	41.09	90.00	
2.50.32	17.03	102.57.10	
9.31.16	102.57	01952	
Longitude	1.61.05	01110	
Feb 14th 1884	80.34	9,21458	
	39.25	9,80274	
		19,04794	
		9,52397	
		2.36.08	
		14.24	
		2.50.32	

9.26		02350	14.22
19.17.00	-39.06	01080	12.46.03
4.23	12	9,22211	7.58
19.12.37	39.18	9,41781	12.38.03
9.33.10	18.50	19,07452	1.40
9.39.27	102.40	9,53726	12.39.45
Longitude	160.48	9.18.48	90.00
Feb 15th 1884	80.24	14.22	102.38.45
	41.06	9.33.10	
		145.52	

2.28			14.22	9.20	02578 01011 8.77995 9.72120	14.18
12.29.06	41.16	02429 01059 9.16886 9.40852	12.46.03	20.24.42	49.15	12.25.25
4.23	12		7.58	5.24	12	8.00
12.24.43	41.28		12.34.05	20.20.18	49.27	12.19.24
2.43.58	14.59		1.56	10.32.12	19.33	1.50
9.40.45	102.36	19.01226	12.36.09	9.48.06	102.19	12.19.14
	163.03	9.50610	90.00		171.19	90.00
Longitude	81.31	2.29.36	102.36.09	Longitude	85.88	102.19.14
Feb 15th	30.03	14.22		Feb 16th 1884	36.12	
1884		(2.43.58)		149.01 1/2		
145.11						
7.52		02656	14.14	2.15	02588	14.08
20.11.00	45.22	00954	12.04.33	12.26.04	01000	12.25.25
4.24	12	9.04149	8.26	4.24	9.10697	8.00
20.01.36	45.34	9.79047	11.56.07	12.21.40	9.40056	12.19.24
10.04.26	19.50	18.86806	1.45	2.31.40	14.94143	1.56
9.58.10	101.58	(9.43403)	11.57.52	9.50.00	9.47071	12.16.28
Longitude	167.22		90.00	Longitude	16.514	90.00
Feb 17th	83.41	9.57.00	101.57.52	Feb 16th 1884	82.39	102.15.28
	38.07	14.14		149.30	39.11	
149.32 1/2		10.08.14				
2.48		02692	14.14	9.50	02518	13.10
13.07.05	37.23	00944	11.56.07	20.09.30	00899	11.43.30
4.24	12	9.25168	1.50	4.25	9.08383	8.30
13.02.41	37.35	9.82663	11.54.19	20.05.05	9.79793	11.35.00
3.03.30	19.58	19.11467	90.00	10.00.14	14.91893	1.42
9.59.11	101.54	9.55733	101.54.17	10.04.57	9.45946	11.36.42
Longitude	159.27	2.49.16		Longitude	16.04	90.00
Feb 19th 1884	79.43	14.14		Feb 18th 1884	48.02	101.36.42
	42.04	(9.03.30)		151.13	34.64	
149.48						
3.20		02804	14.16	8.07	02788	14.04
13.25.45	35.02	00888	11.23.30	18.27.18	00835	11.22.16
4.25	12	9.29716	8.39	4.25	9.49885	9.00
13.21.20	35.14	9.48648	11.36.00	18.22.53	9.88148	11.13.16
3.15.14	20.22	19.17056	2.00	8.10.4	19.41116	3.24
10.06.06	101.33	(9.56528)	11.38.00	10.12.48	9.70656	11.16.40
Longitude	157.09	3.01.04	90.00	Longitude	14.40	90.00
Feb 18th	78.34	14.16	101.53.00	153.12 1/2	71.50	101.16.40
	43.20	3.16.14			49.84	
151.31 1/2						
2.33		02752	14.04	9.45	02738	14.04
13.05.00	40.43	00845	11.38.16	20.06.06	00845	9.35.48
4.25	12	9.18547	2.00	4.26	9.14803	14.4
13.00.35	40.55	9.81047	11.11.16	20.01.41	9.80820	9.48.52
2.47.16	20.11	19.03191	90.00.00	9.48.52	18.98706	
10.13.19	101.16	9.51595	101.11.16	10.12.49	9.49353	
Longitude	162.22	2.33.12		Longitude	163.51	
Feb 19th	81.11	14.14		Feb 18th 1884	81.55	
	40.16	(2.49.16)		153.12 1/2	39.28	
153.20						
3.35		02752	14.04	3.35	02752	14.04
14.07.32	28.22	00845	11.38.16	14.07.32	00845	9.35.48
4.25	12	9.41800	2.00	4.25	9.41800	14.4
14.03.07	28.34	9.60008	11.11.16	14.03.07	9.60008	
3.48.43	20.11	19.30905	90.00.00	3.48.43	19.30905	
10.14.23	101.16	9.65352	101.11.16	10.14.23	9.65352	
Longitude	150.01	3.35.40		Longitude	150.01	
Feb 19th 1884	75.00	14.14		Feb 19th 1884	75.00	
153.35 1/2	46.26			153.35 1/2	46.26	

9.150 18.17.25 31.57.12 19.12.159 8.55.34 10.17.25 154.21	02759 00791 9.36449 9.84540 19.24534 9.62268 8.41.36 13.58 8.55.34	13.58 11.00.57 8.53 10.51.57 1.44 10.53.41 90.00 100.53.41	9.16 19.51.44 4.26 19.47.22 9.26.50 10.20.32 79.34 40.49 Longitude 153.08" Dec 21	259 02678 00798 9.25445 9.81534 19.10395 9.55197 9.13.04 13.52 19.26.58	13.52 10.39.16 9.4 10.30.12 2.38 10.32.50 90.00 100.32.50
2.15 2.55.33 4.26 12.51.09 2.32.34 10.18.33 Longitude 5.22.00 154.38"	02729 00781 9.11457 9.79399 18.94766 9.47383 2.18.36 13.58 2.32.34	13.58 10.51.57 1.44 10.50.13 90.00 100.50.13	9.50 20.59.00 6.38 20.52.27 9.54.20 11.08.07 167.36 81.18 35.03	00011 8.36 1.27.30 10.50 1.16.40 2.00 1.18.50 90.00 9.17840	04284 00011 9.17973 9.75913 18.98181 9.49090 9.35.44 8.36 9.44.20
2.139 13.44.20 6.38 13.37.47 2.44.20 10.15.3.27 Longitude March 16th 1884 168.22 320 14.35.20 6.34 14.28.46 3.28.46 11.00.00 Longitude March 18th 1884 165.00 2.45 14.18.18 6.35 14.11.43 3.11.22 11.16.21 Longitude March 18th 167.35	04415 00010 9.22606 9.77319 19.04549 9.52274 2.35744 8.36 2.44.20	8.36 1.27.30 10.50 1.16.40 2.00 1.14.40 90.00 9.14440	2.21 13.26.45 6.33 13.20.12 2.27.00 10.15.12 Longitude March 16th 1884 163.18" 2.43 14.02.38 6.34 13.56.04 2.52.00 11.04.04 Longitude March 18th 166.01	8.36 1.16.40 2.00 1.14.40 90.00 9.114.40 2.18.24 8.36 2.27.00	04409 00010 9.14714 9.75533 18.94666 9.47333 8.00 00.40.05 10.44 00.29.21 2.16 00.27.05 90.00 90.27.05 0.5077 0.0001 9.25028 9.78805 19.08911 9.54456 2.44.00 8.00 2.52.00

9.20
20.51.00 - 42.36 00.000
6.36 12 0.0002
20.44.24 42.48 9.19513
9.31.43 29.26 9.79111
11.12.51 89.44 19.04626
Longitude 161.58 9.52313
March 20th 1884 9.24.08
168.13 38.11 9.25
9.31.33

2.10
13.36.18 - 46.14 0.7158
6.37 12 0.0004
13.29.41 46.26 9.02992
2.15.47 32.00 9.78362
11.13.54 89.16 16.88516
16.7.42 9.44258
Longitude 85.51 2.08.40
37.25 7.7
March 21st 1884 (2.15.47)
168.28

2.10
13.26.14 - 46.41 0.9296
6.41 12 0.00024
13.19.33 46.53 8.88817
1.59.28 36.10 8.79589
11.90.05 88.5 16.77726
191.08 9.38863
Longitude 85.34 1.53.16
38.41 6.12
March 21st 1884 11.59.28
170.014

2.27
14.00.45 42.07 0.2271
6.42 12 0.00036
13.54.03 42.19 9.04452
2.18.33 36.22 9.41578
11.35.10 87.41 18.91327
166.22 9.45668
88.11 2.13.00
90.52 5.53
2.15.53 Lat 36.22

9.50
21.25.48 - 43.14 1.0170
6.43 12 0.00056
21.19.05 43.26 9.00082
9.51.47 38.42 9.41535
11.27.18 87.22 18.91692
168.80 9.55916
88.16 9.46.12
40.49 5.35
Longitude 171.492 March 26th 9.51.47

2.20
13.51.08 - 43.01 1.0386
6.43 12 0.00048
13.44.25 43.13 8.99830
2.19.47 38.4 9.41752
11.24.38 87.18 18.92016
16.8.36 9.46008
Longitude 85.17 2.14.12
41.05 5.35
March 26th 2.19.47

2.25
14.07.25 - 41.35 0.6203
6.36 12 0.00001
14.00.49 41.47 9.20959
2.47.41 29.54 9.79778
11.13.08 89.39 9.06981
161.20 9.53490
80.40 2.40.16
38.53 7.25
Longitude 2.17.41
March 20th 1884 168.17

2.30
13.50.40 43.48 0.7470
6.38 12 0.00008
13.44.02 44.00 9.10106
2.29.82 32.39 9.79652
11.14.30 88.52 16.87236
16.5.31 9.48618
Longitude 82.45 2.22.44
38.45 6.38
March 22nd 9.43.16
168.37 2.25.32

9.55
21.11.18 - 42.25 0.9181
6.41 12 0.00024
21.04.39 42.37 9.06804
9.43.16 35.52 9.81402
11.21.21 88.5 18.99361
166.34 9.48680
83.17 9.37.04
40.40 6.12
Longitude March 21st 9.43.16
170.20

2.84
14.08.02 - 40.55 0.9408
6.42 12 0.00036
14.01.20 41.07 9.11087
2.28.01 36.22 9.82098
11.23.19 87.41 19.02629
165.10 9.51314
82.36 2.32.08
41.28 5.53
170.50 2.38.01

2.43
14.19.00 39.08 0.9426
6.42 12 0.00036
14.13.18 39.20 9.15944
2.38.41 36.24 9.82858
11.24.37 87.41 19.08263
163.25 9.54132
81.42 2.42.48
42.22 5.53
Longitude 2.46.41
17.09

2.08
13.44.50 - 44.26 1.0386
6.42 12 0.00048
13.38.08 44.34 8.94030
2.10.13 38.4 9.41136
10.19.55 87.18 18.85600
170.00 9.42400
85.00 2.04.20
40.22 5.53
2.10.13

2.24

13°59'45" - 42°02'12" 10386
 6" 42 00048
 13°51'03" - 42°11'4" 9,03252
 2°25'15" 38" 4 9,82184
 11°25'18" 87°18" 18,95960
 16°4'36" 9,47980
 83°48" 2°20'32"
 41°34" 5.53
 2°25'45"

Longitude
 March 26th
 191°19'

18°09' 32°23' 13420 } 4°58"
 20°29'133 12 00077 3°15'50"
 6" 45 9,19353 11°03"
 20°22'48 32°35' 9,47390 3°26'53"
 8°55'56 42°50" 1920290 2°56"
 11°26'32 46°26" 9,60198 3°23'57"
 162°01' 90°00"
 81°00' 86°36'03"
 48°25' 8°52'32"
 4°58"
 8°55'56"

Longitude
 March 26th 1884
 191°43

20°29'33 32°23' 13705
 6" 45 12 00077
 20°22'48 32°35' 9,18628
 8°53'30 43°10' 9,187501
 11°25'18 46°36" 19,19911
 162°01' 9,59956
 81°10' 8°52'32"
 48°35' 4°58"
 8°54'34"

Longitude
 March 26th
 191°19½

9°58' 21°31'53 - 41°45' 13564
 6" 45 12 00077
 21°25'08 41°57' 9,86987
 10°02' 2 42°54" 9,84020
 11°23'06 46°36" 18,84648
 191°31' 9,42324
 85°46' 9°57'04"
 43°48" 4°58"
 10°02'02"

Longitude
 March 26th
 190°46½

9°32' 21°04'00 - 38°10' 14004 } 4°40"
 6" 46 12 00096 3°39'11"
 20°57'14 38°22' 9,01440 11°3"
 9°35'28 43°35" 9,85478 3°50'14"
 11°21'46 46°12" 19,01013 2°36"
 166°09' 9,50506 3°47'38"
 84°04' 90°00"
 43°42' 9°30'48"
 4°40"
 9°35'28"

Longitude
 March 29th 1884
 190°26½

3°20 241 (5.17)
 14°53'48 - 31°42' 2°52'26
 6°43 12 11°5"
 14°49'05 - 31°54' 3°23'31
 3°22'37 40°44" 3°34"
 11°24'25 46°54" 3°06'05
 159°52' 90°00"
 79°46" 46°53'55"
 47°52"
 Long
 March 27th 1884 } 12047
 191°07 } 00064
 9,24958
 9,87016
 19,24085
 19,62052
 3°19'20
 5.17
 (3°22'37)

3°30 16°03'18 - 30°00' 12047
 6°20 12 00064
 14°56'54 - 30°12' 9,24958
 3°32'33 40°44" 9,87590
 11°24'25 46°54" 19,24085
 159°55' 19,64052
 79°43"
 Longitud
 March 27th 1884 } 3°27'16
 191°06½ } 5.17
 (3°32'33)

2.20 18°51'40 - 39°51' 3°16'56
 6°46 12 11°03"
 13°44'55 - 40°03' 3°26'53"
 2°21'52 43°10' 2°00"
 11°23'03 46°31" 3°28'53"
 169°44" 90°00"
 44°52" 86°37'07"
 44°49"
 Longitude
 March 28th
 190°45½

2.05 13°40'45 - 40°38' 14284 } 4°40"
 6°46 12 00100 3°39'11"
 13°33'53 40°50' 8,90260 11°3"
 2°14'28 43°54" 9,84630 3°50'14"
 11°19'31 46°7" 18,89224 2°20"
 170°51' 9,44612 3°52'34"
 85°25' 90°00"
 44°35" 86°09'26"
 2°05'48" 2443'55"
 4°40"
 Longitude
 March 29th
 169°53 (2°14'28)

3.10

243

5.34.45
10.54
5.45.39

9"50

3.28

3.00

21°16'22" - 39°02' 16771 } 5°11'49" 10.53
 6.50 12 00190 }
 21°09'22" 39°14' 449142 } 5.2243
 9.49°20 47°11' 9.45912 } 3.60
 11°20'12 84°40' 16.92025 } 5.15.43
 121°06' 9.46012 } 90.00
 Longitude 85°32' }
 April 20 46°16' } 84°40'19"
 170°03' }
 9"45°52'
 3.28
 9.49°20'

14°24'50" - 83°45' 872233 }
 6.50 12 3.20 }
 14°18'00" - 83°57' 5.2603 }
 2.58°16 47°16' 90.00 }
 11°19'44 84°32' 84.3359 }
 165°45' }
 Longitude 82°52' }
 April 20 48°55' }
 169°56' 1889 } 16839
 00198
 9.09405
 9.57723
 19.14165
 9.57080
 2.54.58
 3.28
 2.58.16

14°30'30" - 82°56' } 3.10
 6.51 12 } 5.34.45
 10.53
 5.45.39
 2.15
 25

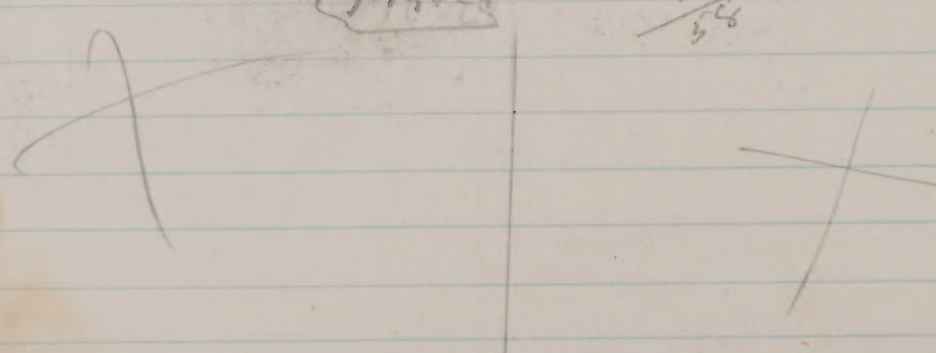
2.11
 13°36'32" - 39°46' 5.34.45 }
 6.51 12 10.53 }
 13°29'31" - 39°36' 5.45.39 }
 2.13.58 47°17' 2.13 }
 11°15'43 84°12' 5.47.54 }
 191.27 90.00 }
 84°12'00' }
 168°56' 85°43' }
 45°45' }

2.20
 13°45'10" - 38°46' 16853 }
 6.51 12 00223 }
 13°38'19" - 38°58' 892110 }
 2.22°14 47°19' 9.85876 }
 11°16'05 84°12' 18.95062 }
 190.27 9.47531 }
 85°13' }
 Longitude 46°15' } 2.19°04'
 April 30 1884 } 3.10
 169°01' }
 2.22°14'

9.40
 21°05'26" - 37°25' }
 6.52 12 }
 20°58'34" - 37°39' }
 9.34.28 47°05' }
 11°24'06 83°34' }
 169.26 }
 Longitude 84°13' }
 171°01' 47°06' }
 16853
 00223
 8.57325
 9.85510
 18.89911
 9.44955
 2.10°48'
 3.10
 2.13°38'

9.18
 20°44'43" - 34°48' }
 6.52 12 }
 30°37'31" - 35°00' }
 9.14°24 47°52' }
 11°23'29 83°54' }
 166°46' }
 Longitude 83°23' }
 April 11 148.23 }
 190°52' }
 17337
 00247
 9.06155
 9.87369
 19.11106
 9.55553
 9.11°32'
 2.52
 9.14.24

2.52
 5.57.36 }
 10°47' }
 6.08.23 }
 9.30 }
 6.0553 }
 90.00 }
 83°54'09' }
 19379
 00247
 8.96417
 9.86483
 19.00526
 9.50263
 9.31°36'
 2.52
 9.34.28



2.10

13.42.43 - 38.16
6.52 12
13.35.51 - 38.24
2.24.44 48.12
11.11.09 83.38
190.14
85.09
46.41

2.52

6.08.23
10.44
6.19.10
2.30
6.21.40
90.00
83.38.20

2.20

13.52.36 - 37.06
6.52 12
13.45.44 - 37.19
2.34.24 48.12
11.11.20 83.38
169.07
84.38
47.16

245

17618
00269
8,97762
9,86606
19,02249
9,51124

17618
00269
8,92710
9,86188
18,96985
9,48392

2.31.32
2.52
2.34.24

2.55

14.28.00 - 32.31
6.52 12
14.21.08 - 32.43
3.7.10.6 48.14
11.13.12 83.38
164.35
82.19
49.34

17646
00269
9,12799
9,88148
19,18862
9,59431

Longitude
April 4th 1884

3.05.04
2.52
3.07.56

168.48

15.42.25 - 21.36
6.52 12
15.35.33 - 21.48
4.19.16 48.21
11.16.19 83.38
153.46
76.53
169.04 55.03

6.19.16
3.51
6.23.07
90.00
83.36.53

April 4th 1884

17745
00270
9,35590
9,91381
18,44985
9,72593
4.16.24
2.52
4.18.16

Longitude
171.22
171.21
171.31
514.14
171.20

18306
00276
9,21761
9,89071
19,29414
9,64708
8.29.20
2.52
8.32.12

3-05

14.37.38 - 31.11
6.52 12
14.30.46 - 31.23
3.17.36 48.14
11.13.10 83.38
168.15
81.35
50.12
April 4th
Longitude
168.49.5

17646
00269
9,16545
9,88652
19,23012
9,61506
3.14.44
2.52
3.17.36

8.05

19.38.32 - 24.35
6.52 12
19.31.40 - 24.47
8.6.3 49.00
11.25.37 83.33
7.1.21 159.20
78.40
58.53

235
6.20.20
10.46
6.31.06
3.46
6.27.20
90.00
83.32.40

8.20
19.52.35 - 26.40
6.52 12
19.45.43 - 26.52
8.19.39 49.00
11.26.04 83.33
Longitude 159.25
171.31 99.42
52.50

18306
00276
9,29340
9,90731
19,38653
19,69826
8.03.28
2.35
8.06.03

18306
00276
9,26237
9,90138
19,33958
9,66979
8.07.04

845
 19°53'36" 30°03'
 16°51' 12
 19°70'27" 30°15'
 8°48'16" 50°35'
 11°22'11" 83°33'
 164°23'
 82°11'
 51°56'

Longitude
 170°33'

2.35
 6°20'20" 10°46'
 6°31'04" 3°40'
 6°27'24" 90°00'
 83°32'36"

19726
 00276
 9,18855
 9,89614
 19,22871
 9,61485
 8°45'24" 2°52'
 8°48'16"

9°33'
 21°07'23" - 36°21'
 6°52' 12
 21°00'31" - 36°33'
 9°38'20" 50°40'
 11°22'11" 83°33'
 790°46'
 85°23'
 48°50'
 Longitude
 170°33'

19803
 00277
 8,90575
 9,87668
 18,98322
 9,49161
 9°35'28" 2°52'
 9°38'20"

2°25'
 13°46'00" - 35°20'
 16°51' 12
 14°02'51" 35°32'
 2°34'47" 51°00'
 11°28'04" 83°27'
 169°58'
 64°59'
 49°27'

20113
 00284
 8,94174
 9,88072
 19,82643
 9,51321
 2°32'12" 2°35'
 2°34'49"

2°17'
 13°56'44" - 36°10'
 6°52' 12
 13°49'52" - 36°22'
 2°27'39" 51°00'
 11°22'13" 83°27'
 790°48'
 85°24'
 49°02'
 Longitude
 April 5th 1884
 170°33'

20113
 00284
 8,90417
 9,87800
 18,94614
 9,49307
 2°25'04" 2°35'
 2°27'39"

2°35'
 13°50'40" - 34°00'
 16°51' 12
 14°09'31" - 34°12'
 2°45'39" 51°02'
 11°21'32" 83°27'
 164°31'
 85°20'
 50°08'
 Longitude
 April 5th 1884
 170°28'

20144
 00284
 8,99450
 9,88510
 19,04388
 9,54198
 2°43'04" 2°35'
 2°45'39"

8°14'
 19°53'15" - 26°07'
 6°53' 12
 19°46'22" - 26°19'
 8°20'41" 51°38'
 11°25'41" 83°10'
 161°07'
 80°33'
 54°14'

2°17'
 6°42'58" 10°57'
 6°53'43" 3°48'
 6°45'5" 90°00'
 83°10'0"

5°20'
 20°55'08" - 34°44'
 6°53' 12
 20°52'15" - 34°36'
 9°27'5" 51°45'
 11°25'10" 63°10'
 169°51'
 64°55'
 49°59'
 Longitude
 April 6th
 171°17'

20624
 00310
 8,94740
 9,88415
 19,04289
 9,52144
 9°24'48" 2°17'
 9°27'05"

9°41'
 21°21'55" - 37°40'
 6°53' 12
 21°15'02" - 37°52'
 9°53'45" 51°47'
 11°21'17" 83°10'
 192°49'
 86°24'
 48°32'
 Longitude
 170°19'

20712
 00310
 9,21534
 9,90924
 19,33480
 9,66746
 8°18'24" 2°19'
 8°20'41"

20856
 00310
 8,29945
 9,87468
 18,88423
 9,44211
 9°57'28" 2°17'
 9°58'45"

2.15

2.17

9.43

347

2.00

13.53.40 - 36.18
6.53 12
13.46.47 - 36.30
2.22.41 52.3
1.24.06 83.3
171.36
85.48
Longitude 49.18

21.11.14 6.42.65
003.20 10.47
8.86.47 6.53.45
9.89.75 3.00
18.95.83 6.56.45
9.57.51 90.00
83.03.15
52.03

21.11.23.25 - 35.35
6.54 12
21.11.6.31 35.47
9.44.42 53.44
11.31.49 82.46
172.19
Longitude 86.04
April 9th 1884 50.29

7.05.29
10.40
7.16.09
2.13
7.13.56
90.00
82.46.03

171.01 1/2

2.120.21
2.17

172.57"

228.01
003.47
8.82.85
9.88.01
18.94.083
19.47.051

9.20
21.50.00 - 30.52
6.53 12
21.43.05 31.04
9.11.11 56.10
12.31.54 82.24
169.38
84.48
53.45

2.22.41
1.43
7.27.02
10.30
7.38.22
3.00
7.35.22
90.00
82.24.38

2.35
14.15.45 - 34.17
6.54 12
14.07.54 - 34.29
2.33.34 53.53
11.34.20 82.32
Longitude 170.56
April 8th 1884 85.28
83 50.59

9.42.82
2.10
9.44.42
7.16.09
2.13
7.68.22
90.00
82.31.38

8.55
20.26.25 - 25.57
6.55 12
20.19.30 - 26.09
8.30.22 58.32
11.29.08 81.30
166.21
Longitude 83.10
April 10th 1884 59.01

2.54.32
003.82
8.95.89
9.90.57
15.120.60
9.56.30
9.109.28
1.43
9.11.11

173.35"

229.51
003.70
8.89.784
9.89.040
16.02.185
2.51.052

177.19"
282.83
004.61
9.07.548
9.823.69
19.285.49
9.64.274
8.31.32
1.10
8.30.22

1.10
8.12.16
10.54
8.23.10
2.50
8.20.20
90.00
8.135.40

2.31.25
2.10
2.33.34

1.56
13.41.47 - 36.08
6.55 12
13.34.52 - 36.20
1.35.14 59.3
11.39.38 81.34
196.59
88.28
52.08

1.10
8.12.16
10.54
8.23.10
2.40
8.25.50
90.00
41.34.10

9.45
21.26.20 - 35.32
6.54 12
21.19.26 33.44
9.34.38 55.50
11.44.47 82.26
171.69
Longitude 85.55
April 8th 1884 52.15
176.12"

1.43
25.057
003.62
8.84.539
9.88.01
8.98.999
9.48.885
9.32.56
1.43
9.34.38

Longitude 52.08
April 10th 1884

Lat 59.03
288.79
004.92
8.42.756
9.89.332
18.61.825
9.30.914
1.34.04
1.16

Wednesday April 9th 1884
21.26.26 - 31.14
6.55 12
21.19.31 - 31.22
9.23.26 58.88
11.56.05 81.40
171.44
Longitude 85.52
54.26
283.57
004.61
8.85.780
9.910.33
19.05.631
9.52.816

9.22.16
1.10
9.23.26

Know all men by these presents
That I _____ in consideration
of being discharged from the Brig-
"Tropic Bird" of Edgartown, Mass.
at this Port of _____ at my own
request and for my sole benefit and
advantage hereby agree and consent
to pay all reasonable charges and
expenses that may be incurred in
obtaining said discharge; and I
further agree to accept of the Master
of said vessel the sum of one Dollar
the receipt of which is hereby acknowl-
edged in full satisfaction of the Balance due
me for my voyage in said vessel, it
being fully understood that sum is
made to me as a compromise —
settlement for or on account of any
and all claims which I now have
or may hereafter have in law or
Equity against the vessel, Master, or crew,
for my said voyage.
In witness whereof I hereunto set my
hand and seal this _____ day of

(A, D) 18

Witness

Know all Men by these presents that
 I In consideration of being
 discharged from the Bark, "Bounding Billow",
 of Edgartown, Mass, at this Port of
 at my own request and for my sole
 benefit and advantage hereby agree and
 consent to pay all reasonable charges and
 expenses that may be incurred in obtaining
 said discharge; and I further agree to
 accept of the Master of said vessel the
 of one Dollar the receipt of which is
 hereby acknowledge in full satisfaction of
 the balance due me for my voyage in said
 vessel it being fully understood that sum
 is made to me as a compromise settlement
 for or on account of any and all claims
 which I now have or may hereafter have
 in Law or Equity against, Master, or Owners
 for my said voyage,
 In witness whereof I hereunto set my hand
 and seal
 day of

1, A, D, 188

2.20
 14.03.30 - 24.35
 6.58 12
 13.56.32 24.47
 1.52.26 59.4
 11.59.04 81.33
 175.23 8.603.59
 Longitude 87.42 5.901.67
 April 10th 52.55 8.799.08
 9.399.54 Lat 55.04

179.46"
 2.40
 14.23.00 - 33.01
 6.58 12
 11.16.02 33.13
 2.16.42 59.6
 11.59.20 81.33
 193.53 18.928.87
 Longitude 86.56 9.56.53
 April 10th 83.43
 179.50 - 188 } 2.15.32
 1.10
 2.16.42

9.25
 21.08.05 - 28.35
 7.01 12
 21.01.04 - 28.47
 8.58.14 59.29
 12.02.58 81.11
 169.23
 Longitude 84.52
 April 11th 1883 55.53

360.00
 180.42
 178.18 East
 29.358
 005.05
 8.965.53
 9.918.15
 19.137.62
 9.588.81

3.35
 15.32.30 - 26.54
 7.01 12
 15.25.29 - 27.07
 3.18.50 59.20
 12.06.39 81.12
 169.31
 Longitude 83.53 9.025.20
 April 11th 1883 56.46 9.922.54
 19.248.17
 360.00
 181.40 East
 178.20
 29.239
 005.14
 8.025.20
 9.922.54
 19.248.17
 9.628.58
 3.19.44
 55
 3.18.50

9.35
 21.21.40 - 29.58
 7.01 12
 21.14.39 30.10
 8.44.6 59.35
 12.30.33 81.17
 191.02 90.00
 85.51 81.17
 55.41

45.937
 005.05
 8.858.53
 9.916.95
 19.238.92
 9.619.56
 8.43.12
 55
 8.44.06

2.149
 14.45.40 - 31.44
 7.01 12
 14.38.35 - 31.56
 2.33.02 59.18
 12.05.39 81.12
 192.26
 86.13
 54.19
 Longitude
 April 11th 29.197
 360.00 005.14
 181.24 8.815.44
 178.36 East 9.909.51
 19.026.06
 9.513.03

2.32.08
 55
 2.33.02

3.20
 15.15.45 - 28.47
 7.01 12
 15.08.44 - 28.59
 3.00.22 59.20
 12.06.22 81.12
 169.31
 84.49
 55.36
 29.239
 005.14
 8.961.43
 9.917.38
 19.176.35
 9.588.17
 2.59.28
 55
 3.00.22

List of the Arctic Whalers, Amount of seasons catch, to each vessel.

Bk. Abin Barker	1200	
Steamer, Belvedere	1800	
Bk. Coral	1350	
" Europa	900	
" Flaming-Hoppingstone	1400	
" Helen Mae	1900	
" Hunter	1200	
" John Howland	1350	
" Josephine	1400	
	<u>12500</u>	
" Northern Light	1000	
" Progress	1500	
" Rainbow Rainbow	1650	
" Sappho	825	
" Thomas Pope	1275	
" The Palmer	500	
	<u>18750</u>	
" Dawn	900	
Brig. Hidalgo	500	
Bk. Cha. Bruce	1400	
Brig. Tropie Bird	900	
	<u>1923250</u>	1223
	<u>19</u>	
	<u>42</u>	
	<u>38</u>	
	<u>45</u>	
	<u>38</u>	
	<u>70</u>	
	<u>57</u>	
	<u>13</u>	
	<u>913523</u>	
	<u>110002</u>	
	<u>95023</u>	

Charles Whiting, Boatsteward
 June 12th 1884 To 3 Lbs Tobacco

Steward - 1 Lbs Tobacco
 June 12th 1884 Lbs

2.33
 14.58.45 - 34.44
 7.38 12
 12.51.07 34.56
 2.30.29 59.50
 12.20.38 74.2
 178.48
 Longitude 46.54
 April 23 50.58
 360.00
 185.38
 174.22

2.53
 15.19.00 - 32.50
 7.38 12
 15.11.22 - 33.02
 2.54.53 59.50
 12.16.29 74.2
 168.54
 Longitude 84.59
 April 23 1884 51.53
 360.00
 184.7
 175.53

John. Boatsteeves
 June 12th To 1 Felt Hat

To Boatsteeves
 June 10th 2 Lb 2 Lb

Carl, June 10th 2 Lb

manuel Dandy
 June 10th 2 Lb

Jo Manuel
 June 10th 2 Lb 9

Antone (Yagie Bird)
 June 10th 2 Lb

Antone Gornere
 June 10th 2 Lb 70b

To Antone (Small Pig)
 June 10th 2 Lb 70b

Mr. Sanbuerne
 June 10th 3 Lb 70b 70b

To Frank Gornere
 June 10th 2 Lb
 11 18 2 Lb 20 Lb

~~Carpenter - May
June 10th 2 Lb 70b
" 19" 2 1/2 Lb 70b~~

~~Cooper - 4 Lb 70b~~

~~Killy - June 10th 2 Lb 70b~~

~~Mike King
June 10th 2 Lb 70b~~

~~Jim Smith
June 10th 2 Lb 70b~~

~~Mc Shiller, June 10th 2 Lb 70b~~

~~Wm Derby
June 10th 2 Lb -~~

~~Martin June 10th 2 Lb~~

~~D Limonds, June 10th 2 Lb
13th June 1st Denim pants~~

~~Harry Carter - June 10th 2 Lb~~

~~Georg Perry - June 10th 2 Lb 20b~~

~~Was Sterling Boy, June 10th 2 Lb~~

~~Manuel Madalida
June 10th June 1st 2 Lb~~

~~John Mottershead
June 10th 2 Lb~~

Latitude and Longitude of Whales seen and taken by the Bark "Napoleon" Capt. Turner on the Coast of Chile, years of 1876-77-78-

Date	Lat ^o	Long ^s
¹⁸⁷⁷ Nov 24 th	36° 25'	74° 33'
Dec 3 rd	36° 25'	75° 08'
" 5	36° 10'	74° 25'
	35° 55'	76° 50'
Feb 20 th	35° 15'	74° 40'
March 8 th	35° 11'	75° 40'

Saw two Large sperm Whales.
took a Large " "
Saw Whales no chance

$$\begin{array}{r}
 9120 \\
 21^{\circ} 35' 30'' - 31^{\circ} 28' 12'' \\
 9115 \\
 21^{\circ} 47' 21'' - 31^{\circ} 40' \\
 9119^{\circ} 20' 59.25 \\
 12^{\circ} 29' 41'' \\
 \hline
 191^{\circ} 39' \\
 360^{\circ} 00' \\
 186^{\circ} 65' \\
 \hline
 174^{\circ} 05' \\
 29346 \\
 00591 \\
 456301 \\
 9190969 \\
 \hline
 19109207 \\
 19153603 \\
 \hline
 9119120 \\
 20 \\
 9119140
 \end{array}$$

$$\begin{array}{r}
 3108 \\
 15^{\circ} 25' 20'' - 28^{\circ} 26' 12'' \\
 7115 \\
 15^{\circ} 17' 15'' - 28^{\circ} 38' 59'' \\
 3110^{\circ} 26' 59'' \\
 1210635 \\
 16844 \\
 360000 \\
 18136 \\
 \hline
 19825 \\
 3116 \\
 15^{\circ} 33' 50'' - 27^{\circ} 27' 12'' \\
 7115 \\
 15^{\circ} 26' 45'' - 27^{\circ} 39' 59'' \\
 3116^{\circ} 30' 59'' \\
 1211015 \\
 16945 \\
 5852 \\
 5613 \\
 \hline
 360000 \\
 18235 \\
 \hline
 17926 \\
 00123 \\
 9117150 \\
 + 146 \\
 9128156 \\
 2156 \\
 \hline
 9126110 \\
 9000 \\
 \hline
 8033150
 \end{array}$$

$$\begin{array}{r}
 29453 \\
 0558 \\
 899194 \\
 9191720 \\
 920925 \\
 960562 \\
 3109148 \\
 38 \\
 311026 \\
 29155 \\
 00558 \\
 902874 \\
 9191551 \\
 1924037 \\
 962018
 \end{array}$$

$$\begin{array}{r}
 3117108 \\
 88 \\
 3116130
 \end{array}$$

$$\begin{array}{r}
 9117150 \\
 + 146 \\
 9128156 \\
 2156 \\
 \hline
 9126110 \\
 9000 \\
 \hline
 8033150
 \end{array}$$

8.56

255

$$20.52.40 - 26.36 -$$

$$7.5 \quad 12$$

$$20.45.35 - 26.48$$

$$8.32.32 \quad 59.45$$

$$12.13.03 \quad 80.56$$

$$167.29$$

Longitude 83.44
 April 12th 1884 56.36

$$360.00$$

$$182.16$$

$$176.448024$$

$$22.04.45 - 33.24$$

$$7.5 \quad 12$$

$$21.54.40 - 33.36$$

$$9.43.22 \quad 59.11$$

$$12.11.18 \quad 80.56$$

$$173.43$$

Long 86.51
 April 12th 1884 53.15

$$360.00$$

$$182.49$$

$$177.11 \quad 8024$$

00.58

$$8.56.07$$

$$11.06$$

$$9.07.13$$

$$2.46$$

$$9.04.27$$

$$90.00$$

$$80.55.33$$

$$29.7.76$$

$$00.5.46$$

$$9.03.805$$

$$9.9.2326$$

$$19.2.8453$$

$$96.4226$$

$$8.31.52$$

$$34$$

$$4.32.32$$

$$29.0.45$$

$$00.5.46$$

$$8.7.3558$$

$$9.9.0321$$

$$18.9.3968$$

$$9.46.585$$

$$9.42.45$$

$$38$$

$$9.43.22$$

2150

$$15.10.18 - 29.52$$

$$7.5 \quad 12$$

$$15.03.13 - 29.04$$

$$3.5.38 \quad 59.16$$

$$11.59.35 \quad 80.50$$

$$169.10$$

$$84.35$$

$$55.31$$

$$9.07.13$$

$$3.00$$

$$9.10.13$$

$$90.00$$

$$80.49.49$$

$$29.15.5$$

$$00.55.8$$

$$8.9.8545$$

$$9.9.1608$$

$$19.1.8816$$

$$9.59.408$$

$$3.05.00$$

$$38$$

$$3.05.38$$

3105

$$15.16.40 \quad 34.40 -$$

$$10.00 \quad 12$$

$$15.06.40 \quad 34.52$$

$$2.58.49 \quad 59.32$$

$$12.07.53 \quad 74.36$$

$$169.00$$

Longitude 84.30
 360.00
 181.58
 178.02

$$29.496$$

$$01.588$$

$$8.9.8157$$

$$9.8.8191$$

$$19.1.7432$$

$$9.58.916$$

$$3.01.52$$

$$3.5$$

$$2.58.49$$

From Capt Nathaniel M Fernegan,
 of the Whaling Bark George & Susan of New Bedford,
 off Corrientes Say large sperm Whales,
 perfectly at home in Lat^t 40° 00" —
 just off Soundings, Steered to West until
 struck Soundings colored water
 April & May, best months —
 found all the Whaling in a strip
 of Blue water

360° 00
 182° 2

177° 56

00° 22

2° 10

14° 16' 30 - 36° 05

7° 17 12

10° 32' 51

9° 33

21° 39' 30 - 32° 22
 7° 17 12

29604

10° 22' 01

10° 50

11° 09' 13 - 36° 13

2° 20

21° 32' 13 - 32° 34
 9° 10' 24 59° 37

00730

10° 32' 51

2° 20

11° 55' 30 59° 37

70° 33' 1

9° 10' 24 59° 37
 79° 29

8,56128

10° 30' 31

90° 00

12° 13' 43 - 75° 25

90° 00

12° 21' 59 121° 30

8,95090

10° 30' 31

90° 00

12° 13' 43 - 75° 33

75° 25' 3

85° 50
 53° 16

6,11552

95° 25' 29

Long
 April 16

29907

360° 00
 185° 30

9,55776

Lat.

360° 00

00745

175° 30

9° 10' 36

183° 26

22

22

176° 34

1° 33' 30

9° 10' 14

176° 34

9,89355

18,99068

9,139534

10° 13

2° 02

22° 35' 50 - 38° 46
 7° 38 12

12° 45' 35

9° 00

3° 10

5° 30' 07 - 29° 27

29994

22° 28' 12 - 39° 00

3545

7° 17 12

00745

10° 9' 30 59° 50

12° 35' 25

2° 00

15° 22' 50 29° 39

8,98288

79° 7

12° 53' 25

90° 00

3° 25' 8 75° 25

9,91258

12° 18' 22 25° 52

90° 00

12° 15' 62 164° 59

19,20275

Longitude 87° 38

99° 06' 35

Longitude 34° 50

9,60138

April 21st 1858 48° 58

29885

360° 00

3° 08' 20

360° 00

01109

183° 43

22

185° 35

8,54999

176° 17 East

3° 07' 5-8

175° 25

9,87756

April 16

18,73747

9,36873

10° 11' 52

2 2

10° 09' 00

2004

00.23

257

14"21"24 - 34"87

7" 9

12

14"14"15 - 34"49

2" 5" 52 39"25

80"29

12"04"23

19"4"43

69"21

52"32

360.00

182" 6

199"54

East

April 18th 1884

9"17"50

11" 6

9"28"56

2.30

9"31"26

90.00

60.28.34

29346

02602

666499

9.89966

19.86411

19.53205

2"05.29

23

2"05.52

9"30

21"29"40 - 33"15 29 133

7"25

00 838

21"32"25 -

33"27

58"15 5'89430

78"44 19 06948

191"30 9.53354

65"44

52"18

9"20"04

50

9"19"14

00.50

11"03"58

10"21

11"15"19

2.15

11"12"09

50.00

784766

Lat

21"39"40 - 33"15

7"25

12

21"32"15

8.52"14

2.40.01

33"27

58"55

78"44

68"10

84"05

50.38

28911

00538

9.01318

9.88824

19.19691

9.59845

8.53.04

50

360.00

162.18

155.82

21"39"40 - 33"15

7"25

21"32"15 - 33"27

9"17" 2 58"55

12"15"13 78"48

191"10

85"35

52"08

360.00

163"48

196.12

28911

00838

488654

9.89932

19.09935

9.53969

9"17"52

50

9.97"02

3"18

15"40"05 - 30"07

7"25

12

15"32"40 -

30"19

3"15" 2

58"45

12"15"38

78"42

62"46

Longitude

83"53

April 18th

53"34

360.00

184"54

195.46

28502

00850

802759

9.90555

15.22664

9.61332

3"13"52

50

3.13.02

11"14"19

3"10

11"17"29

90.00

78"42"01

Ship Josephine Took Whales (Sperm) 1871
 Oct. 6th Lat 40°40' North Long 48°04' West
 " 7 " 41°18 " " 47°17 "
 " 15 " 40°08 " " 45°56 "

Lat & Longitude

Capt John W Cornell says he has always taken his Oil in Lat 32° to 35° Long 47° to 52° South Feb, March, & April

I gave

22° 19' 30" - 26° 35' 12"	30588	2° 25' 39"
7° 34'	01064	10° 00'
22° 11' 56" + 36° 47'	812985	12° 35' 39"
9° 49' 44"	991562	90° 00' 38"
12° 22' 08"	1836279	77° 22' 21"
	968109	
	30588	
	01064	
	812985	
	991562	
	1836279	
	968109	

Longitude	30588	9° 54' 32"	9° 37' 25"
April 18688	01064	1° 40'	1° 40'
360° 00'	812985		9° 49' 48"
124° 25'	991562		
	1836279		
	968109		

2° 26'	34° 37' 12"
14° 57' 38" - 34° 49'	60° 8'
7° 34'	77° 22'
14° 50' 04" - 34° 49'	172° 19'
2° 29' 36"	86° 09'
12° 20' 14"	51° 20'

30848	2° 25' 39"
00046	10° 00'
882701	2° 35' 39"
989255	2° 10'
1902346	2° 32' 49"
951173	90° 00'
	87° 22' 17"

Longitude	2° 31' 36"
360° 00'	1° 30'
185° 3'	2° 25' 50"
195° 56' East	

Lat 60° 11'

The Latitude and Longitude of			
Sperm, & Rt Whales, Seen, and Taken, by Bark George & Son			
N M Fernegan Master, Years 1861-1862-1863-			
Dates	Latitude	Longitude	
Nov ¹⁸⁶¹ 14 th	13° 03' N	19° 14' West	Took three small Whales (Sperm Whales)
Dec 11 "	24° 46' S	39° 35' "	Saw Whales - 10
" 21	31° 45' "	43° 25' "	Large Whale "
" 22	31° 58' "	43° 32' "	do "
Jan 27 th 1862	46° 35'	56° 57' "	do "
28	46° 11'	56° 52' "	do 87 Bbls "
31	46° 16'	56° 30' "	do "
Feb 19 th	45° 15'	57° 05'	" "
" 21	45° 51'	56° 56'	" "
" 22	46° 33'	56° 45'	" 100 Bbls "
" 29	47° 14'	57° 16'	" 120 do "
April 20 th	40° 10'	54° 20'	" "
22	40° 13'	54° 11'	Took two Whales 220 Barrels "
May 14 th	35° 33'	49° 30'	" One " 60 do "
June 7 th	22° 43'	36° 20'	" "
" 8	22° 20'	36° 32'	" "
August 20 th	18° 30'	36° 47'	" "
" 30 th	18° 29'	36° 50'	" "
Oct 24 th	29° 13'	40° 45'	" "
Nov 10 th	32° 36'	49° 17'	" "
Dec 1 st	46° 11'	57° 06'	Took a Large Whale 95 Barrels, "
Jan 17 th 1863	50° 50'	68° 10' W	Saw rt Whales
" 26 th	51° 15' to 50° 42'	68° 10' to 68° 24'	" " "
" 31 st	50° 46'	68° 15'	Took two rt Whales
Feb 2 nd	50° 46'	68° 15'	Took one Whale (rt Whale)
Feb 22	50° 34'	68° 20'	"
13	50° 46'	67° 45'	"
March 2 nd	45° 39'	56° 30'	Took a Sperm Whale 75 Barrels - Sperm a
28	42° 08'	56° 40'	"
May 1 st	42° 00'	58° 06'	Saw rt Whales ⁱⁿ 85 Fathoms Water
4 th	40° 13'	56° 30'	Saw sperm Whales
11	39° 21'	55° 40'	Took a Sperm Whale 75 Barrels
23 rd	30° 25'	49° 12'	" "
Sept 19 th	35° 42'	53° 10'	Saw rt Whales
22 nd	35° 47'	52° 44'	Saw sperm Whales
30	38° 40'	53° 05'	Took two rt Whales 200 Barrels Oil (36 F Water)
Oct 5 th	35° 36'	52° 57'	" One " Whale 100 " 58 " "
9 "	35° 31'	52° 55'	Saw rt Whales
13	35° 42'	52° 55'	Took one rt Whale 155 Barrels
22	36° 05'	53° 22'	Saw Whales

Whaling Continued

Dates	Lat. S	Longitude	
Oct 23 rd 1863	35° 42'	53° 17'	Saw 24 Whales
Nov 3 rd	36° 12'	53° 35'	Took a 4 th Whale 70 Barrels and
5 th	37° 03'	54° 32'	Saw ^{Land} do. do. 15 or 20 fathoms Whales
28 th	47° 04'	65° 50'	
30 th			Took Two 4 th Whales in St. Georges Land in sight
Dec 1 st			In St. Georges Gulf Land 15 or 20 miles off
2 nd			Took a 50 Barrels Whale 4 th Whale
21 st	51° 41'	67° 50'	Took a 4 th Whale 120 Barrels Land 40 miles off
22 nd	51° 53'	67° 57'	Saw 4 th Whales Land about 25 miles off
Jan 1 st 1864	50° 48'	67° 52'	Took a 4 th Whale 146 Barrels Land in sight
9 th			Took a 50 Bbl Whale just South of the Straits
11	52° 40'		Took two 4 th Whales 170 Barrels just S of Straits
24	50° 29'		Saw Whales

Whaling grounds from Capt "Hoyer" in South Atlantic

Dec & Jan, Strike in West of Tristan Is. Say in Lat 36° 00' Long 27° to 28°
 From the above Lat work to the Eastward of the Is.
 Say Lat 37° to 38° Long say 8° 00' East,
 From thence work for the Coast Cruise off St. Helena Bay
 Bay say about 150 Miles from Land.
 From Thence of Walrich Bay Say Lat 22° 00' Long 10° E

Sperd Whaling grounds from Capt Pease of Ship "Ocean"

East of Tristan Is. Say Latitude 32° to 35°
 January & Feb - Longitude 5° to 9° West
 do 5° to 9° East
 From the above, Work the Meridian down to
 Say ^{Lat} 7° to 9° 00' East Long 10° 00' to 11° 00'
 a Ship could touch at little fish Bay in
 Sept for Irish Potatoes

Whales Seen and Captured by the Bark "Napoleon" (Lat & Longitudes)			
Dates 1894	Latitudes	Longitudes	Sperm 15 Barrels Oil
July 20 th	36° 15' N	62° 25' W	Took one small Whale, Saw quite a lot of Whales
31 st	37° 07' N	39° 38' W	Saw three 90 Barrel Sperm Whales (lost one Mist)
August 10 th	40° 10' N	35° 00' W	Saw a School of 20 to 30 Barrel Sperm Whales going quick to the N. East. no success,
Sept 5 th	41° 00' N	34° 10' W	Took a Sperm Whale 105 Barrels of Oil The Whale was going to the E. N. E
Nov 16 th	19° 45' S	37° 04' W	Saw four small Sperm Whales, going quick to Northward did not Lower
Nov 23 rd	19° 32' S	35° 48' W	Saw the Ship Combs Howland cutting a Sperm Whale, also Boiling
Feb 12 th 1895	40° 48' S	11° 30' East	Saw two large Sperm Whales took one that yielded 95 Barrels Oil
April 7 th	44° 12' S	146° 30' East	The S.W. Head of Van-Dieman Land behind 3 Comps N.W. by N. distance 40 miles Saw a School of Large Sperm Whales Lowered the Boat no success,
April 18 th	36° 18' S	165° 00' East	Saw several Sperm Whales going quick to windward (East) Lowered the Boats without Success. (to Back)
1895 July 9 th	4° 08' S	106° 00' West	Saw a large School of Sperm Whales, just at night did not lower the Boats, — — —
July 24 th 1895	4° 42' S	112° 50' W	Took a 50 Barrel Sperm Whale Saw a large show of Whales they seemed to be at home,

Gauges of Casks of Spence Oil Bk "Napoleon"

364	186	212
180	221	350
228	272	350
218	311	311
327	308	212
284	348	
309	356	
226	260	
264	290	
180	176	
352		
320		
278		
266		
-28		
3828	2928	

309	367						
250	256						
290	290						
292	292						
108	108						
374	256						
316	374						
378	316						
193	378						
2514	593						
95	2730						

9 ^h 15 ^m 00 ^s	- Chronometer No 464 Sept 3 ^d 1887	
10 ^h 28 ^m 42 ^s	- 49 ^m 14 ^s	00117
2 ^m 14 ^s	12	00385
10 ^h 30 ^m 56 ^s	- 49 ^m 26 ^s	9,59388
9 ^m 16 ^s 44 ^s	4 ^m 12 ^s	9,50258
1 ^m 14 ^s 12 ^s	82 ^m 23 ^s	19,08158
	136 ^m 01 ^s	9,54079
	68 ^m 00 ^s	
	18 ^m 34 ^s	
Longitude		9 ^h 17 ^m 24 ^s
Chronometer 464 -		40
Sept 3 ^d 1887		9 ^h 16 ^m 44 ^s
18 ^m 33 ^s		

Equation
7 ^h 35 ^m 25 ^s
56
7 ^h 34 ^m 33 ^s
2 ^m 30 ^s
9 ^h 37 ^m 03 ^s
90 ^m 00 ^s 00 ^s
82 ^m 22 ^s 57 ^s

10 ^h 32 ^m 10 ^s
2 ^m 14 ^s
10 ^h 34 ^m 24 ^s
10 ^h 39 ^m 23 ^s
1 ^m 20 ^s
10 ^h 36 ^m 03 ^s

10 36 03
10 34 24
1 39

Or - 25 miles Difference in Chronometer
Sept 3^d 1883

6 ^h 12 ^m 40 ^s	- 23 ^m 51 ^s
37	12
6 ^h 12 ^m 03 ^s	- 24 ^m 03 ^s
4 ^m 28 ^m 16 ^s	5 ^m 26 ^s
1 ^m 43 ^m 47 ^s	78 ^m 55 ^s
	104 ^m 24 ^s
	54 ^m 12 ^s
	30 ^m 09 ^s

Longitude
August 24th 1883 Whales

00196
00818
9,96912
9,70093
9,47812
9,73905

4 ^m 26 ^m 00 ^s
2 ^m 16 ^s
4 ^m 28 ^m 16 ^s

2 ^m 16 ^s
11 ^h 08 ^m 43 ^s
11 ^m 25 ^s
11 ^h 07 ^m 18 ^s
2 ^m 20 ^s
71 ^h 04 ^m 58 ^s
90 ^m 00 ^s
78 ^h 55 ^m 10 ^s 2 ^s

26
22
58
13
92
2
75
1.15

Honolulu, Sept. 24, 1876.

HAVING AGREED with Jared Jernegan
Master of the Barck "Napoleon"
to secure to said vessel the following named men, now on her Articles, viz:

Glyden Rand, Thos. Mc. Namare,
Francis Joseph, Antone de Rosa,
John Silvia, Miguel Francis,
Antone John, Joseph Enos,
Joseph Lutrio, Antone Vargas,
John S. Crawford, Joseph Thomas (if on board),
Geo. F. Palmer, Manuel de Costa,
Francisco F. Alameda, Jose Francis de Medeiros,
Augustin Barbara Yuna, Gago Cabral;
in all eighteen (18) men

We **HEREBY PROMISE**, FOR VALUE RECEIVED, to pay to the said
Jared Jernegan or order, on demand, the sum of
Thirty dollars, (\$ 30.00), for each of
the said men who may fail to render himself on board said vessel on the
day of sailing from this port; provided such failure is not caused by the
man's death, or his detention by the United States Consul, or the local
authorities.

~~It is understood that this security is given with the proviso that the said
vessel shall sail on or before the~~

Geo. Williams

H. Hart p. g. w.

Licensed Shipping Agent

06
01
08
07
00

51.22
08.11
59.33

01

55
52
103

ice, stored down

Started from 60 lbs

379
369
369
315
318
170

212
164
157
106
121
254
124
134
112
154
146
180

65 2/30

33 2/33 2/33 2/33 2/33

918 50
89 60
28 1-24 1/2
61, 24 1/2

1497

Time
9:23

4:24:10 - 39:12
11:29
14:22:41 - 39:24
9:04:32 56:50
5:18:09 74:1
190:15
Long 79:32 1/2 85:09
35:43

26195
01716
8,83009
9,85485
19,06403
9,53201
9:20:44
16:12
9:04:32

Time
9:45
14:46:43 - 41:34
11:29
14:45:14 - 41:46
9:27:24 56:50
5:17:50 74:01
192:37
86:18
33:32
Long 79:27 1/2
26195
01716
8,80948
9,84592
149:3481
9,56730

30
31:44 - 40:00
11:29
30:15 - 40:12
11:29 56:50
11:12:00 74:1
5:18:15 171:03
85:31
45:19
Long 79:34 1/2

26195
01716
8,89304
9,85189
19,02402
9,51201

9:28:12
16:12
9:12:00

9:43:36
16:12
9:27:24

3:35
14:37:10 - 40:88
11:29 12
14:35:41 - 40:50
9:48:16 56:50
5:17:23 74:1
191:41
85:50
45:00
Long 79:21

26195
01716
8,86128
9,84949
18,98988
9,59594
9:34:20
16:12
9:18:08

3 1/2
152
167 Gallons
used
molested

69:16:12
15:58:23
3:44
16:02:07
2:52
15:59:15
90:00
74:00:45

79:32
79:34
79:21
79:27

31754
79:25 mean

